

ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT

Foothill - De Anza Community College District De Anza College 2007 Facilities Master Plan State Clearinghouse # 2000112005

Prepared for:

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Facilities, Operations, and Construction Management Department
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April 2008

DE ANZA COLLEGE 2007 FACILITIES MASTER PLAN

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I. INTRODUCTION

A. INTRODUCTION

The *De Anza College Facilities Master Plan Final Environmental Impact Report* (FEIR) was certified by the Foothill-De Anza Community College District Board of Trustees on June 17, 2002. Findings were prepared on the project and the Notice of Determination was filed with the Santa Clara County Clerk on June 18, 2003.

Since that time, the Foothill-De Anza Community College District (District) has prepared an update of the 1999 De Anza College Facilities Master Plan (1999 Master Plan). This update was undertaken to accommodate increases in the student body from 25,460 students in the 2004-05 school year to an estimated 30,030 students in the 2015-16 school year. To accommodate this increase in students, the District prepared the 2007 De Anza College Facilities Master Plan (“Project” or “2007 Master Plan”). The 2007 Master Plan proposes construction, renovation, and site improvement projects on the De Anza College Campus. However, the 1999 Master Plan was prepared to originally accommodate an estimated student enrollment of 30,850 students by the year 2010; therefore the increase in students proposed under the 2007 Master Plan of 30,030 students is less than the increase analyzed in the previous EIR for the 1999 Master Plan.

The subject of this Addendum Environmental Impact Report (Addendum EIR) is the De Anza College 2007 Facilities Master Plan. The 2007 Master Plan was prepared to provide a guide for future campus development. In addition to analyzing the potential impacts of campus growth under the Project at a program level, this Addendum EIR addresses the project-specific environmental effects associated with the construction of near-term projects.

The lead agency for the Project is the Foothill-De Anza Community College District, located at 12345 El Monte Road, Los Altos Hills, CA 94022-4599. A detailed description of the Project is contained in Section II. (Project Description) of this Addendum EIR.

Because the Project will require approval of certain discretionary actions by De Anza College (College) and the Foothill De Anza Community College District (District) and other governmental agencies, the Project is subject to the California Environmental Quality Act (CEQA).

B. PURPOSE OF THE ADDENDUM EIR

The College has commissioned this Addendum EIR on the 2007 Master Plan for the following purposes:

- To satisfy CEQA requirements.

- To inform the general public; the local community; and responsible, trustee, and state and federal agencies of the nature of the Facilities Master Plan, its potentially significant environmental effects, feasible mitigation measures to mitigate those effects, and its reasonable and feasible alternatives.
- To enable the College to consider the environmental consequences of approving the Facilities Master Plan and the near-term projects.
- To provide a basis for preparation of any future environmental documents.
- For consideration by responsible agencies in issuing permits and approvals for the proposed project.

C. DECISION TO PREPARE AN ADDENDUM

Section 15164 of the *CEQA Guidelines* provides the authority for preparing an Addendum to a previously certified EIR or adopted Negative Declaration. Specifically, Section 15164 states the following:

- “(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.”

According to Section 15162, once the EIR has been certified, a lead agency need not prepare a subsequent EIR unless “on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

Based on these CEQA Guidelines, substantial changes to the project description have not occurred. The Project proposes construction of the Mediated Learning Center, providing approximately 55,000 gross square feet (sf) of building space including approximately 36,000 sf of assignable space, and an addition of 1,000 sf to the Planetarium. The total increase in space on the campus would approximately 56,000 gross sf of space over current conditions (and increase from the existing 1,410,402 gross sf to 1,465,985 gross sf). These changes represent a minor increase in building square footage on the campus (approximately 4 percent).

Other project components include circulation and parking improvements including minor repairs and resurfacing of Campus Drive and parking lots, repair and replacement of asphalt walks, and construction of underground and surface parking as part of the construction of the Mediated Learning Center. Site

improvements include various utility, landscaping, signage, lighting, construction of secure bicycle storage areas, and ongoing ADA improvements. Other project components would consist of refurbishing and repair of existing campus features, including building upgrades (interior and exterior, building utilities) and are therefore considered minor changes. All facilities would be developed within the existing campus boundaries.

There would be no new significant environmental effects or increase in severity of previously identified effects from the addition of the Mediated Learning Center on campus or any of the renovations or refurbishing. The Mediated Learning Center would provide parking spaces on the campus, which would improve parking conditions on campus. Additionally, traffic, air quality, and noise impacts would potentially be incrementally less under the 2007 Master Plan than under the 1999 Master Plan due to the decreased anticipated enrollment and, therefore, decreased traffic generated by the Project.

Additionally, all mitigation measures required in the previous EIR are feasible and no new mitigation measures are required.

As required in subsection (e), substantial evidence supporting the lead agency's decision not to prepare a subsequent EIR pursuant to Section 15162 as a result of the changes to 1999 Facilities Master Plan is provided in Chapter III, Environmental Impact Analysis. The environmental analysis presented in Chapter III evaluates the potential impacts of the changes specifically in light of the environmental findings in the previously-certified EIR. This evaluation demonstrates that the changes to the EIR will not create new or greater significant environmental impacts than those identified in the previous EIR, and as such, a subsequent EIR to address this new information is not required.

II. PROJECT DESCRIPTION

A. PROJECT SETTING

Project Site

De Anza College is located in central Cupertino in Santa Clara County. The campus is east of State Route (SR) 85. The campus is bounded by Stevens Creek Boulevard to the north, Stelling Road to the east, and McClellan Road to the south, all of which provide access to the College. Regional access is provided by SR 85 and Interstate-280 (I-280). Figure II-1 shows the existing De Anza Campus.

The existing campus is entirely developed with buildings, parking lots, roadways, pedestrian and bicycle facilities, athletic fields, and landscaping. De Anza College is approximately 112 acres in size with 61 buildings housing approximately 116 classrooms, lecture halls, and 43 labs. Sport facilities on the campus include a track, Olympic aquatics complex, and baseball, softball, soccer, and football fields. The campus also has a 5,000-seat Outdoor Events Arena, Flint Center for the Performing Arts, Euphrat Museum of Art, Sunken Garden, Minolta Planetarium, and California History Center.¹ Buildings are primarily located in the northern and western parts of the campus, with sports facilities located in the southern part, and parking lots located in the northern and eastern parts. Buildings cover approximately 28 acres on the site, vehicle and pedestrian facilities and parking lots cover approximately 45 acres, landscaping covers 29 acres, and athletic fields cover 10 acres. Assessor's Parcel Numbers (APNs) for the campus are 359-01-002 and -004.

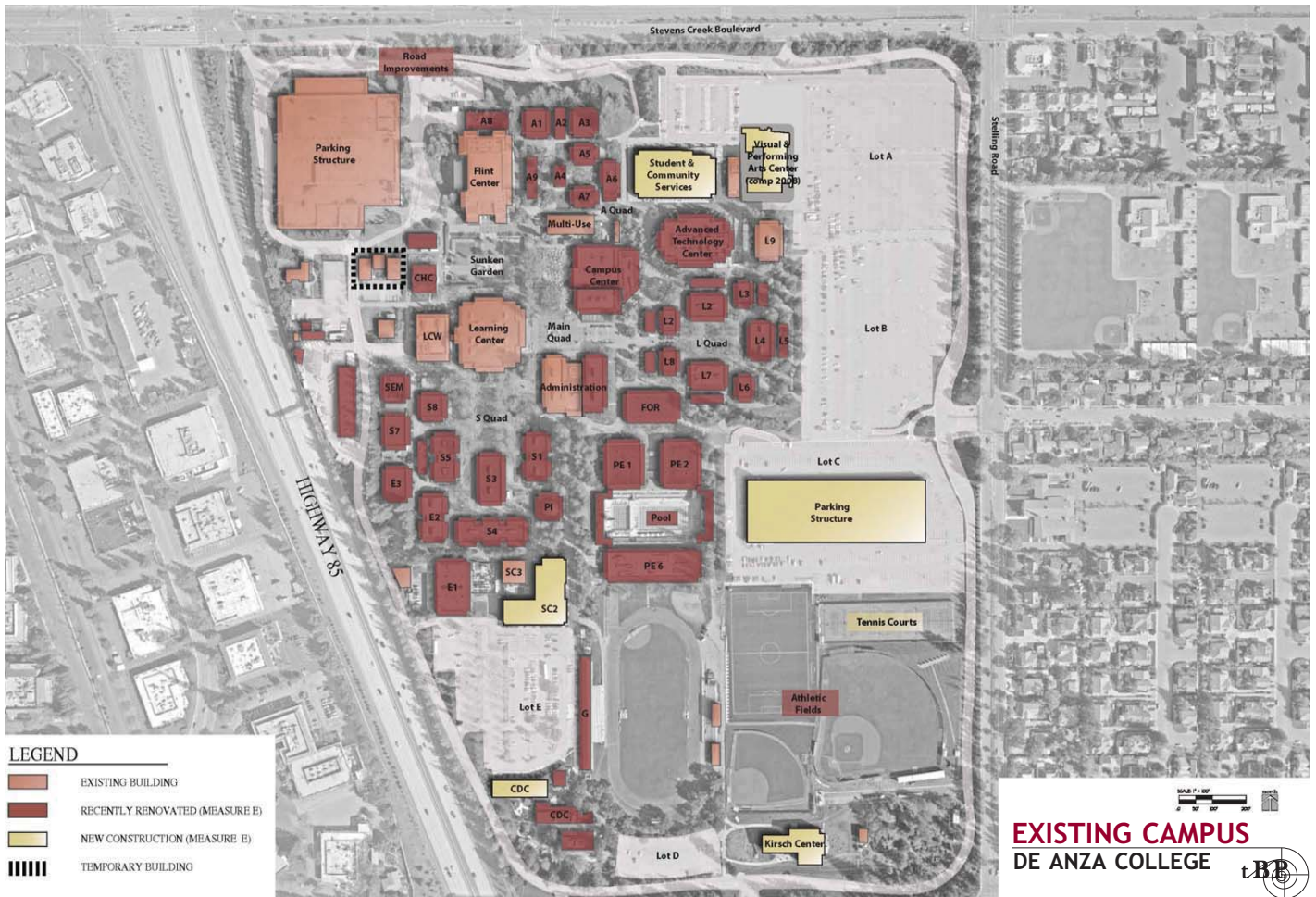
Surrounding Land Uses

The Project site is located in an urban area. Surrounding land include retail and commercial land uses and Memorial Park to the north; single-family residential uses, the William Faria Elementary School, and church to the east; single- and multi-family residential uses, college facilities, and churches to the south; and SR-85 to the west.

B. FOOTHILL-DE ANZA COMMUNITY COLLEGE DISTRICT 2007 FACILITIES MASTER PLAN

De Anza College is owned and operated by the Foothill-De Anza Community College District (District). The District also owns and operates Foothill College in Los Altos Hills. The District prepared a master

¹ Foothill De Anza Community College District. *De Anza Fast Facts*. Website: <http://www.deanza.edu/about/facts.html>. April 12, 2007.



Source: tBP Architecture



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Figure II-1
Existing Campus

plan for both colleges: the Foothill-De Anza Community College District 2007 Facilities Master Plan (2007 Master Plan). The 2007 Master Plan includes two sections: the Foothill College 2007 Facilities Master Plan and De Anza College 2007 Facilities Master Plan. The 2007 Master Plan is bound together in one document to represent the District Facilities Master Plan, but can also be separated into two stand alone documents to serve as planning tools and assist in decision making at each College. This Addendum addresses only the environmental impacts of the 2007 Master Plan for the De Anza College; herein referred to as the 2007 Master Plan.

Planning Background

1999 Foothill De Anza Community College District Facilities Master Plan

The 1999 Foothill-De Anza Community College District Facilities Master Plan (1999 Master Plan) provided the direction for implementing new construction and renovations on the campuses of both colleges under Measure E. General Measure E projects on the De Anza College campus included replacing aging roofs, deteriorated plumbing and electrical systems; refurbishing classrooms, science laboratories, and restrooms; and constructing science and high-tech computer labs, classrooms, and school facilities. Specific Measure E projects on the De Anza College campus included construction of the new Student and Community Services Building, Kirsch Center for Environmental Studies, Stelling Parking Structure, Science Center Complex and Visual & Performing Arts Center. The Physical Education, Science, Language Arts, and Creative Arts instructional quads were renovated through the bond as well. New facilities constructed under Measure E were driven by the need to meet the enrollment, teaching, and social needs of the campus community.

2007 Foothill De Anza Community College District Facilities Master Plan

The 2007 Master Plan is intended to inform the direction of improvements as provided under Measure C. Measure C was approved by the voters in the Foothill-De Anza Community College District in June 2006. Measure C bonds were approved to upgrade, maintain and replace facilities, including classrooms and electrical, heating and ventilation systems; improve fire and seismic safety and access for people with disabilities; reduce energy costs; and provide and upgrade information and office technology and other equipment.

The 2007 Master Plan is designed to meet the demands of future growth, instructional and student support program analyses, and the expectations of a technologically savvy student community, and will serve to provide for the unmet needs of the 1999 Facilities Master Plan. The 2007 Master Plan provides a vision of the recommendations for campus development and renovations over the next five-to-ten year period.

The 2007 Master Plan is the result of a participatory planning process involving several members of the District and each of the Colleges. The process began at the District level with the review of a number of previous planning studies including:

- 2006 Facilities Master Plan Update
- 2004 District Planning Guidelines
- 2001 Foothill College Master Plan
- 1999 Foothill-De Anza Facilities Master Plan

Each College then implemented a planning process that included the analysis of a number of factors including:

- Results of Measure E Bond Program
- Updated Educational Planning Forecasts
- Site and Facility Needs (at the completion of Measure E)

Based on this review and analysis, each College defined their 2007 Master Plan Goals and explored a series of options for future development. The recommendations were presented in the 2007 Facilities Master Plan.

C. PROJECT CHARACTERISTICS

The 2007 Master Plan (Project) proposes construction, renovation, and site improvement projects on the De Anza College Campus. The Project proposes construction of the Mediated Learning Center, providing approximately 55,000 gross square feet of building space including approximately 36,000 square feet of assignable space, and an addition of 1,000 square feet to the Planetarium. The total increase in space on the campus would be approximately 56,000 gross square feet of space over current conditions. Once the Project is completed, building space at De Anza College would total 1,410,402 square feet of gross space and 619,190 square feet of assignable space. Table II-1 shows proposed building square footage prior to the Project and at completion of the Project.

Circulation and parking improvements include minor repairs and resurfacing of Campus Drive and parking lots, repair and replacement of asphalt walks, and construction of additional parking as part of the construction of the Mediated Learning Center. A combination of surface and/or underground parking at the Mediated Learning Center would provide approximately 70 spaces. Site improvements include various utility, landscaping, signage, lighting, construction of secure bicycle storage areas, and ongoing ADA improvements.

Some new construction projects would provide the opportunity to replace or renovate existing spaces. Proposed renovations include building upgrades (interior and exterior, building utilities) and renovations to accommodate changes in uses for recommended program changes and/or accommodate the secondary effects that would occur as a result of building demolition and relocation into new facilities. All facilities would be developed within the existing campus boundaries. Figure II-2 shows the improvements proposed under the Project.



LEGEND

- EXISTING TO REMAIN
- EXISTING TO BE RENOVATED
- PROPOSED CHANGE OF USE
- NEW CONSTRUCTION

FACILITIES MASTER PLAN

DE ANZA COLLEGE



Source: tBP Architecture, 2008

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Environmental Planning and Research

Figure II-2
Facilities Master Plan

The 2007 Master Plan was prepared to provide a guide for future campus development to accommodate increases in the student body from 25,460 students in the 2004-05 school years to an estimated 30,030 students in the 2015-16 school years. However, the 1999 Master Plan was prepared to accommodate an estimated student enrollment of 30,850 students by the year 2010; therefore the increase in students proposed under the 2007 Master Plan is less than the increase analyzed in the previous EIR for the 1999 Master Plan.

**Table II-1
Proposed De Anza College Project Building Square Footage**

	Assignable Square Feet (ASF)	Gross Square Feet (GSF)
Existing and Approved Buildings		
Total Current De Anza College Buildings	611,512	1,397,691
Measure E Projects (minus demolition)	7,678	12,711
<i>Total Existing and Approved Building Square Footage</i>	<i>619,190</i>	<i>1,410,402</i>
2007 Facilities Master Plan		
Mediated Learning Center	35,479	54,583
Planetarium Addition	1,000	1,000
<i>Total Project Buildings</i>	<i>36,479</i>	<i>55,583</i>
Total Building Square Footage at the End of Project	655,669	1,465,985
<i>Source: Foothill De Anza Community College District, May 2007.</i>		

The Project includes the following components:

Construction

- **Mediated Learning Center.** Construction of a new approximately 55,000 square foot, two- to three-story Mediated Learning Center to provide instructional space, and a co-location for the Technology Resources Group and Distance Learning. The Mediated Learning Center would be located to the west of the California History Center. The Mediated Learning Center would provide space for broadcast media and distance learning uses. The Mediated Learning Center will possibly include an underground parking structure with a maximum of 70 spaces and potentially some additional surface parking spaces.
- **Planetarium Addition.** Addition of approximately 1,000 square feet of support space to the De Anza Planetarium.

Renovation

- **Multicultural Center.** Renovation of an existing building (L9) to create the new Multicultural Center, which would include flexible classrooms, labs, and public space.
- **Historical Corridor and Sunken Garden Maintenance.** Maintenance efforts to this area started under Measure E would be completed, including replacement of concrete rails, fountain maintenance, and landscaping.
- **Pedestrian Circulation, Bicycle Facilities, Signage, Landscaping, and Lighting.** Construction of site and landscaping improvements to improve campus navigation and overall aesthetics on the campus. Repair and replacement of asphalt walks campus-wide to meet ADA standards and improve general safety. Construction of secure areas for bicycle storage. Replacement of existing lighting with upgraded safety lighting.
- **Campus-wide Americans with Disabilities Act (ADA) Improvements.** Construction and repair of site improvements (ramps, etc.) to address American with Disabilities Act (ADA) requirements.
- **Parking Lots.** Minor repairs, resurfacing, landscaping, and lighting improvements for Parking Lots A, B, E, I, and the Flint Center Parking Garage.
- **Campus Drive.** Resurfacing of Campus Drive. Minor realignment of Campus Drive to accommodate the Mediated Learning Center.
- **Utilities.** Installation of slip lining in storm drains to extend life and reduce maintenance and flooding, replacement and installation of irrigation systems, and installation of wireless infrastructure and photovoltaic arrays.
- **Campus Building and Facilities Renovations and Upgrades.** Interior renovation of the Television Studio, Data Center, and Auto Technology buildings. Exterior upgrades and replacement of windows, roofs, and building surfaces campus-wide. Upgrades to elevators and fire alarm systems campus-wide. Upgrades to the campus Central Plants. Continuation of minor repairs and renovations to campus facilities and buildings begun under Measure E.

The 2007 Master Plan describes the demolition of the OTI Trailer Complex and the Staff House. These activities were proposed as Measure E Projects and are described as secondary and tertiary effects in the 2007 Master Plan. The impacts of these activities were previously analyzed in the 2002 De Anza College Facilities Master Plan DEIR and are listed here only for completeness; therefore, no additional analysis is included in this EIR for these activities.

Although the development of a "Historical Corridor," which would include the East Cottage and Estate Winery Building (which previously housed the campus bookstore), is described in the 2007 Master Plan, no complete details of the projects are available at this time. Therefore, these projects are not included in

this Addendum and development of these separate project components of the Historical Corridor will be subject to further environmental review at a later date when details become available.

The 2007 Master Plan also describes a public transit center. The public transit center was a project proposed by and would have been constructed mainly by the VTA. An environmental analysis of this project was initiated by the VTA but was not completed. The feasibility of this project was evaluated by the District. The District, during the course of their feasibility study and through discussions with VTA, determined that the public transit center was not feasible in the location and configuration as developed.

D. PROJECT SCHEDULE/PHASING

The 2007 Master Plan provides recommendations for proposed campus development and renovations over the next five- to ten-year period. The 2007 Master Plan provides a foundation for De Anza College to use in developing implementation and budget plans while remaining flexible in response to changing instructional and student service program needs, cost implications, and phasing capabilities. The final design of each site and facility renovation project will take place as detailed programming occurs.

E. PROJECT OBJECTIVES

The Project addresses the primary goals identified during the planning process:

- Support student success and retention through the development and ongoing support of educational and public spaces that are attractive, comfortable and suitable for a variety of uses and to a diversity of users.
- Develop safe and accessible vehicular, pedestrian and bicycle paths.
- Exemplify environmental stewardship and leadership toward sustainability.
- Provide space that will empower and support collegiality among faculty, staff and students.

E. DISCRETIONARY ACTIONS

As defined by CEQA, a Lead Agency is the public agency with the principal responsibility for carrying out or approving a project. The District is the Lead Agency for approval of the Project. The District has held public hearings on the 2007 Master Plan and reviewed and approved the 2007 Master Plan that is the subject of this Addendum EIR. Upon completion of the EIR process, the District will certify the Final Addendum EIR and approve and adopt the 2007 Master Plan for the De Anza College. Specific development projects will be reviewed for consistency with the 2007 Master Plan prior to start of construction. A list of the required discretionary permits and approvals that may be required is shown in Table II-2.

**Table II-2
Project Approvals**

Agency/Provider	Permit/Approval
Foothill De-Anza Community College District	<ul style="list-style-type: none"> • Certify Addendum EIR
	<ul style="list-style-type: none"> • Approve 2007 Facilities Master Plan
Division of the State Architect (DSA)	<ul style="list-style-type: none"> • Approval of buildings, handicap accessibility, fire, and life safety
City of Cupertino Public Works and Traffic	<ul style="list-style-type: none"> • Approval of changes to campus entrances
City of Cupertino Fire Department	<ul style="list-style-type: none"> • Approval for site access, fire hydrants/water pressure
Santa Clara County Fire Department	<ul style="list-style-type: none"> • Approval of fire suppression systems
State Fire Marshall	<ul style="list-style-type: none"> • Approval of fire suppression systems
Regional Water Quality Control Board	<ul style="list-style-type: none"> • Approval of National Pollutant Discharge Elimination System (NPDES) General Permit
	<ul style="list-style-type: none"> • Storm Water Pollution Prevention Plan (SWPP)

Source: Foothill De Anza College District, 2007.

III. ENVIRONMENTAL IMPACT ANALYSIS

A. INTRODUCTION

On March 27, 2002 the Foothill–De Anza Community College District certified an environmental impact report (EIR) for the 1999 De Anza College Facilities Master Plan. De Anza College is located in central Cupertino in Santa Clara County. The campus is east of State Route (SR) 85. The campus is bounded by Stevens Creek Boulevard to the north, Stelling Road to the east, and McClellan Road to the south. The Master Plan (Project) proposes construction, renovation, and site improvement projects on the De Anza College Campus. The Project proposes construction of the Mediated Learning Center (MLC), circulation and parking improvements, and upgrades to existing buildings.

The purpose of this addendum to the EIR is to update the 2002 EIR with analyses that will address the additional Project components as well as confirm that the previous EIR’s analyses were comprehensive in nature. The 2007 Master Plan was prepared to accommodate increases in the student body from 25,460 students in the 2004-05 school year to an estimated 30,030 students in the 2015-16 school year. To accommodate this increase in students, the 2007 De Anza College Facilities Master Plan proposes construction, renovation, and site improvement projects on the De Anza College Campus. However, the 1999 Master Plan was prepared to accommodate an estimated student enrollment of 30,850 students by the year 2010; therefore the increase in students proposed under the Facilities Master Plan is less than the increase analyzed in the previous EIR for the 1999 Master Plan.

Additionally, two components have been defined as requiring additional study since drafting the 2007 Master Plan and are not addressed in this Addendum. Although renovations that began under Measure E to the “Historical Corridor and Sunken Garden” - including replacement of concrete railings, landscaping and fountain maintenance - will continue, no changes to the East Cottage and Estate Winery building will be undertaken until appropriately addressed. Details for these projects have not been finalized; therefore, changes to the East Cottage and Estate Winery will be subject to review in a separate environmental document. The 2007 Master Plan also describes a public transit center. The public transit center was a project proposed by and would have been constructed mainly by the Santa Clara Valley Transit Authority (VTA). The VTA was in the process of performing the required environmental analysis for the public transit center independent of the Foothill-De Anza Community College District. However, feasibility of this project was extensively reviewed by the District and it was determined that the District would not go forward with allowing construction of the transit center at the proposed location and developed configuration.

The information below addresses each of the environmental issues that were previously analyzed within the scope of the De Anza College Facilities Master Plan EIR (State Clearinghouse # 2000112005). The conclusions of the EIR are provided as a reference for each environmental issue area for purpose of describing how the proposed changes (refer to Section II. [Project Description] of this Addendum EIR)

would not affect the conclusions of the EIR. Mitigation measures adopted with the 2002 EIR would be re-adopted and implemented with the Project and are included here for completeness.

Aesthetics

The previous EIR concluded that the 1999 Master Plan would not result in impacts to scenic vistas or to the visual character of the site and its surroundings. The build out resulting from the 1999 Master Plan would however result in tree removal on campus and the new MLC building would potentially create a new source of substantial light or glare. However the EIR recommended the implementation of the following mitigation measures to reduce impacts related to tree removal as well as recommended the inclusion of design features that would minimize glare and off-site lighting impacts, reducing potential impacts to less-than-significant levels.

- Prior to the final design of each project, a landscape architect would review the construction footprint of the project. All feasible measures, such as changes to the building footprint, shall be used to preserve and protect healthy trees meeting the definition of "specimen trees" in the City of Cupertino Code.
- Based on recommendations from a qualified arborist, the District would relocate healthy trees meeting the definition of "specimen trees." The trees would be moved to locations consistent with the College landscape plan.
- Specimen trees that cannot be saved (as the result of Measures 1 or 2 above) would be replaced with new trees of the same species at a ratio of 1 to 1. The 1 to 1 planting ratio would include replacing each existing tree with a 24-inch box oak tree. As an option for replacing larger trees, a grove of five 15-gallon sized oak trees could be planted instead of the 24-inch box tree, to create a small tree grove. The locations of the replacement trees would be selected by the College landscape architect to be consistent with the landscape plan, but the visibility of the existing trees would be considered. All trees would be monitored for at least 5 years to ensure the success of the new tree plantings. If a tree dies during this period, the tree would be replaced at a ratio of 1 to 1.
- The College District shall prepare a new Lighting Plan or revise the existing Lighting Plan for the De Anza campus, prior to installation of any additional lighting fixtures. The Lighting Plan shall include measures to minimize off-site spillover and glare from the proposed project. Measures that shall be incorporated to minimize glare include the treatment of surfaces on new campus facilities, such as bare metallic surfaces-and skylights with reflective surfaces.

The MLC building would be constructed in a developed area and within the existing campus boundaries and would be two to three stories high. Because the Project would continue to comply with City of Cupertino policies related to tree removal, the MLC building would be similar in height to existing

buildings and would therefore be consistent with other buildings on campus, and the site is and would continue to be developed as a college campus, the proposed changes would not affect scenic vistas or the visual character of the site and its surroundings. However, as a result of new construction of the MLC, Planetarium Addition, and the replacement of lighting, potential impacts to trees could occur and new sources of light and glare could be introduced. However, the mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to scenic resources and lighting and glare would not change.

Agriculture Resources

The previous EIR concluded that the 1999 Master Plan would not result in impacts relating to the conversion of farmland to non-agricultural uses, and it would not conflict with existing zoning or a Williamson Act Contract. The project site is completely developed and is surrounded by urban uses. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to agricultural resources would not change.

Air Quality

The 2002 EIR concluded that the 1999 Master Plan would not create objectionable odors affecting a substantial number of people. Because the proposed Project changes would not create objectionable odors the previously identified impact would not change. The EIR concluded project impacts related to localized carbon monoxide (CO) emissions near all study roadway intersections and along segments of State Route (SR) 85 and Interstate 280 (I-280) would not exceed the State or Federal CO standards and therefore would not be significant. Because the proposed Project would not increase CO emissions, these previously identified air quality impacts would not change.

However, the previous EIR concluded that the 1999 Master Plan would result in potentially significant impacts from the generation of air pollutants during construction and operation activities. The EIR included the following mitigation measures to reduce the impact from construction emissions to a less-than-significant level:

- In accordance with the BAAQMD CEQA Guidelines, the College would require all construction contractors working on new construction projects for the Facilities Master Plan to implement a dust control plan. The dust control plan would include the following measures from Table 2 of the BAAQMD CEQA Guidelines as applicable and feasible and consistent with College Best Management Practices, in efforts to reduce the impact to a less-than-significant level. The program would be applied to all construction activities involving grading, excavation, use of unpaved areas for staging, extensive hauling of materials, or building demolition.

- Basic Control Measures (for all construction sites) would include:
 - If necessary, water all active construction areas at least twice daily (with recycled water, if possible).
 - Cover all trucks hauling soil, sand, and other loose materials.
 - Apply water two times daily to all unpaved access roads, parking areas, and staging areas at construction sites.
 - Sweep daily all paved access roads, parking areas, and staging areas at construction sites.
 - Sweep streets daily if visible soil material is carried onto adjacent public streets.
- Enhanced Control Measures (for individual or combined construction sites of larger than four acres)
 - Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
 - Endose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
 - The College already enforces a traffic speed limit of 15 miles per hour; this limit would be consistent with the recommended measure in Table 2.
 - Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
 - Replant vegetation in disturbed areas as quickly as possible.
- Optional Measures (to be implemented at the discretion of the District)
 - Wash off the tires or tracks of all trucks and equipment leaving the site.
 - Install wind breaks, where necessary, at the windward side(s) of construction areas.
 - Suspend excavation and grading activity when sustained winds exceed 25 miles per hour.

Implementation of the dust control measures recommended by the Bay Area Air Quality Management District (BAAQMD) would reduce the potential impacts to a less-than-significant level. Because these air pollutants would be generated by the Project regardless of the proposed changes, the previously identified impact would not change.

Although the EIR included mitigation measures to reduce significant impacts from operational emissions from stationary sources and vehicle trips, these emissions would exceed the threshold of significance for ROG recommended by the BAAQMD and, therefore, would be considered significant. The EIR included the following mitigation measures to reduce the impact from operational emissions:

- The College would continue to implement its Commute Alternative Program, to the extent feasible (and consistent with State law), in order to reduce operational emissions related to vehicles traveling to and-from the College. The individual program components are listed below with estimates of effectiveness, based on CalTrans or the BAAQMD. (The estimates of effectiveness are noted following each measure.
 - The Direct Transit Route Marketing Program and GIs Trip Planning (already being implemented) (0.5 to 2 percent trips);
 - The VTA ECO Pass Program (estimated trip reduction has not been calculated);
 - The College Shuttle Bus System (1,000 students per day, about 3 percent of total future student trips or about 17 percent of the increase in student trips);
 - Interactive Carpool Program (already being implemented) (1 to 4 percent trips);
 - The Bicycle Safety and Encouragement Program (0.5 to 2 percent trips); and
 - The Distance Learning and TeleCommute Program (0.5 to 1.5 percent trips).
- The College would monitor the effectiveness of the Commute Alternative Program at reducing student and employee trips. The monitoring activities would establish a baseline (preprogram level) for student and employee trips and trip characteristics, and would provide a quantitative measurement of future student and employee trips on at least a yearly basis. The monitoring activities may include, but would not be limited to, regular surveys and the use of trip counters at College entrances. If the measures are found to not be effective (that is, if they do not meet at least the minimum level of trip reduction estimated), the College would consider and implement corrective actions (to the extent feasible and consistent with State law).
- The College would coordinate with the City to consider joint development of the area near Stevens Creek Boulevard and Stelling Road, in uses designed to reduce vehicle trips. Such uses could result in other environmental impacts, depending on the location and characteristics of the use. The impacts cannot be determined at this time, and would need to be addressed in a separate environmental review under CEQA. Also, it is not known to what extent the City is willing to participate in this measure.

Parking fees for single-occupancy vehicle commuters and parking cash-out programs, two measures recommended by the BAAQMD, are not identified as mitigation because they are not feasible for community colleges under State law.

In addition to the measures identified above, the College would implement the following to minimize emissions related to parking lots and garages:

- The College would not expand its parking supply without the implementation of all feasible transportation demand management measures (see above) and an assessment of parking demand.

Implementation of measures to reduce operational emissions would reduce the potential impacts to a less-than-significant level. Because these air pollutants would be generated by the Project regardless of the proposed changes, the previously identified impact would not change.

Localized carbon monoxide levels generated by cumulative projects (including 1999 Master Plan build out) would not exceed Federal or State Standards and would not be significant. According to the BAAQMD CEQA Guidelines, any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Similar to the 1999 Master Plan project, the proposed Project would exceed the threshold of significance for operational emissions of ROG. Therefore, the Project's contribution toward cumulative impacts related to operational emissions would also be significant. The simplified CALINE4 procedure predicts that, under cumulative conditions (which includes Master Plan build out), CO concentrations at the study intersections and on the study freeway segments would not exceed the State 1-hour or 8-hour CO standards. Although traffic levels increase under the cumulative scenario, ambient concentrations of CO are expected to decline on average in future years; according to the BAAQMD CEQA Guidelines, this decline occurs because emission controls on new vehicles are expected to reduce CO emission rates faster than vehicle travel increases. Based on this effectiveness range provided if all of the measures are implemented, even at their minimum effectiveness, operational-related impacts would still be reduced to a less-than-significant level. Because the specifics of the Project do not change this fact, the cumulative impacts related to air quality would not change.

Continued implementation of the College's Commute Alternative Program could (if all measures were implemented) reduce the impacts to a less-than-significant level; however, there is no guarantee that all of these measures are feasible. Even assuming that not all measures are implemented, however, the Commute Alternative Program would substantially lessen the air quality impact (and therefore adequately mitigate this impact). Although the Project proposes a decreased enrollment than analyzed in the 2002 EIR, this would not decrease traffic-generated operational emissions enough to change the conclusions of the 2002 EIR. Therefore, these previously identified air quality impacts would not change. Because the specifics of the Project do not change this fact, the impacts related to air quality would not change.

Biological Resources

The previous EIR concluded that the 1999 Master Plan would not result in impacts to sensitive species, wetlands, wildlife movement corridors or nursery sites, and would not conflict with a habitat conservation plan. However, construction related activities of the 1999 Master Plan could destroy or result in the abandonment of active bird nests, and the project would potentially conflict with the City of Cupertino tree preservation ordinance. The EIR included the following mitigation measures that would reduce any potentially significant impacts to a less-than-significant level.

- No earlier than 45 days and no later than 20 days prior to the removal of any trees that would occur during the nesting/breeding season of native bird species potentially nesting on the site (March 1 through August 1), a field survey would be conducted by a qualified biologist to determine if active nests of special-status birds or common bird species protected by the Migratory Bird Treaty Act and/or the California Fish and Game Code, are present in the construction zone or within 50 feet of the construction zone (100 feet for raptors). If active nests are found within the survey area, clearing and construction within 50 feet (100 feet for raptors) would be postponed or halted, at the discretion of the biological monitor, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting.
- Prior to the final design of each project, a landscape architect would review the construction footprint of the project. All feasible measures, such as changes to the building footprint, shall be used to preserve and protect healthy trees meeting the definition of "specimen trees" in the City of Cupertino Code.
- Based on recommendations from a qualified arborist, the District would relocate healthy trees meeting the definition of "specimen trees." The trees would be moved to locations consistent with the College landscape plan.
- Specimen trees that cannot be saved (as the result of Measures 1 or 2 above) would be replaced with new trees of the same species at a ratio of 1 to 1. The 1 to 1 planting ratio would include replacing each existing tree with a 24-inch box oak tree. As an option for replacing larger trees, a grove of five 15-gallon sized oak trees could be planted instead of the 24-inch box tree, to create a small tree grove. The locations of the replacement trees would be selected by the College landscape architect to be consistent with the landscape plan, but the visibility of the existing trees would be considered. All trees would be monitored for at least 5 years to ensure the success of the new tree plantings. If a tree dies during this period, the tree would be replaced at a ratio of 1 to 1.

The Project would similarly not result in impacts related to riparian habitat, federally protected wetlands, wildlife movement corridors or nursery sites, and would not conflict with a habitat conservation plan. However, as a result of the Project, new construction of the MLC, the Planetarium Addition, and various

landscaping and irrigation improvements could result in potential impacts to trees and bird nesting sites. However, the mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to habitat modifications and protection of biological resources would not change.

Cultural Resources

The previous EIR concluded that the 1999 Master Plan's impact on paleontological resources or unique geologic features, and historic resources would be less than significant. However, during the construction period of the 1999 Master Plan build out, known and unknown pre-historic archaeological resources and unknown paleontological resources could be damaged or destroyed, and project impacts to archaeological and paleontological resources would be potentially significant. The EIR included the following mitigation measures to reduce these impacts to a less-than-significant level:

- For development within the campus in areas that have not been excavated previously, the District shall require implementation of the following cultural resources testing and monitoring program:
 - Prior to excavation and construction on the proposed project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the project site.
 - The District shall identify and retain a qualified archaeologist prior to any demolition, excavation, or construction. The archaeologist would have the authority to monitor subsurface construction and watch for and evaluate artifacts or resources that may be uncovered. The archaeologist would also have the authority to temporarily halt excavation and construction activities in the immediate vicinity (ten-meter radius) of a find if significant or potentially significant cultural resources are exposed and/or adversely affected by construction operations.
 - Reasonable time would be allowed for the qualified archeologist to notify the proper authorities for a more detailed inspection and examination of the exposed cultural resources. During this time, excavation and construction would not be allowed in the immediate vicinity of the find; however, those activities could continue in other areas of the project site.
 - If any find were determined to be significant by the qualified archaeologist, representatives of the District or construction contractor, the qualified archaeologist, and a representative of the Native - American community (if the discover is an aboriginal burial) would meet to determine the appropriate course of action.

- All cultural materials recovered as part of the monitoring program would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

The Project would similarly result in less-than-significant impacts related to paleontological resources or unique geologic features, and historic resources. However, as a result of the Project, new construction of the MLC, the Planetarium Addition, landscaping improvements, and utility improvements, unknown paleontological resources could be damaged or destroyed, and Project impacts to archaeological and paleontological resources could be potentially significant. However, the mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to archaeological and paleontological resources would not change.

Geology & Soils

The previous EIR concluded that the 1999 Master Plan would result in no impact or a less-than-significant impact in regard to earthquake fault rupture, seismic ground shaking, seismic related ground failure, landslides, and soil liquefaction or collapse, and expansive soils. However, the EIR concluded the 1999 Master Plan build out could result in potentially significant impacts related to topsoil loss and erosion and expansive soils. The EIR included the following mitigation measures to reduce the impact to a less-than-significant level:

- Prior to development of any of the proposed Facilities Master Plan projects, the College shall develop an erosion control plan. During each individual project, construction personnel shall implement all relevant measures of the plan during earth moving and other construction activities. The plan shall include, but not be limited to, the following measures:
 - To the extent possible, no earthmoving shall take place during the rainy season (between November 1 and April 1). Erosion control measures for individual projects that span the rainy season shall be in place before it begins.
 - Specific soil stockpile areas shall be designated within proposed development (.or other construction) areas, and soils shall not be stockpiled outside of the designated areas. Soils and other materials shall not be stockpiled near on-site drainage inlets.
 - Tarps shall be used to cover any excavation soils during the rainy period.
 - After completion of grading, erosion protection shall be provided. Re-vegetation shall be accomplished by mulching, hydroseeding or other appropriate methods, and shall be initiated as soon as possible after completion of grading, and before November 1. Selection of plant materials

shall consider native plantings and shall encourage shrubs and trees as a long-term erosion control feature, consistent with the campus Landscaping Plan.

- The College District shall implement measures to address expansive soils as specified in the Preliminary Geotechnical Investigation, New Parking Structure, De Anza Community College, Cupertino, California, prepared by Cleary Consultants, Inc., August 2000. Furthermore, all future projects shall be required to undergo geotechnical investigations, and the District shall implement measures to address expansive soils (as applicable).

Because the Project would continue to comply with Uniform Building Codes as recommended in the previous EIR, the proposed Project would result in less-than-significant impacts resulting from earthquake fault rupture, seismic ground shaking, seismic related ground failure, landslides, soil liquefaction or collapse, and expansive soils. However, as a result of the Project, new construction of the MLC, the Planetarium Addition, landscaping improvements, and utility upgrades, Project impacts resulting from soil loss, erosion, and expansive soils could be potentially significant. However, the mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to geology and soils would not change.

Hazards & Hazardous Materials

The previous EIR concluded that the 1999 Master Plan would result in less-than-significant impacts regarding hazards and hazardous materials. Although no mitigation measures were required, the EIR noted that standard (required) safety procedures would be implemented if asbestos was found in the process of demolishing the Staff House. Therefore, the previous EIR concluded that impacts associated with the release of asbestos during demolition would be less than significant.

Similar to the 1999 Master Plan, the Project would be located entirely within the College campus and would not result in impacts related to construction on a hazardous materials site, proximity to a public or private airport, or exposure of people or structures to risks associated with wildland fires. The Project would include the construction of the MLC and the Planetarium Addition, renovation of the Multicultural Center, interior and exterior building renovations, improvements to storm drains and asphalt surfaces, ADA required site improvements, and other maintenance and minor repairs. The proposed changes could result in potential impacts related to the routine transport, use, or disposal of hazardous materials, the release of hazardous materials, the emission of hazardous materials, substances, or waste in proximity of a school, and the interference with an emergency response plan. However, similar to the 1999 Master Plan, the College District would follow all City, County, State and federal requirements to prevent employee or student exposure and would ensure safe use, storage, and disposal of hazardous materials or wastes. In addition, the Project would not involve any changes to the existing arterial street network, including emergency routes and would not generate traffic that would result in impacts to emergency access.

Because the specifics of the Project do not change the previous EIR's findings, the less-than-significant impacts related to hazards and hazardous materials would not change.

Hydrology & Water Quality

The previous EIR concluded that development of the 1999 Master Plan would result in less-than-significant impacts related to water quality, groundwater supplies, existing drainage patterns, placement of structures within a 100-year flood hazard area, and exposure of people or structures to seiches, tsunamis, or mudflows. The EIR also conclude that the 1999 Master Plan would result in potentially significant impacts related to changes in drainage quantities resulting in flooding/exceedance of storm drain capacity, and declining quality of stormwater runoff. Implementation of the following mitigation measures prescribed in the EIR and standard Best Management Practices would reduce these significant impacts to a less-than-significant level:

- A Stormwater Pollution Prevention Plan, (which is required under NPDES for any development over five acres) would be prepared prior to any construction activities.
- The District shall implement Best Management Practices (BMPs) to ensure that water quality is protected. The BMPs to be implemented shall be chosen in consultation with the Regional Water Quality Control Board, and shall include at a minimum those listed below.
 - Construction BMPs include the erosion control and dust control measures identified in this Initial Study. To implement these measures, the construction contractors shall train all site employees in proper construction Best Management Practices prior to construction activity. In addition, the District shall retain a construction manager familiar with NPDES permit requirements to monitor construction activities. These measures would reduce potential construction impacts to water quality. The District would bear ultimate responsibility for compliance with the terms and conditions of the NPDES General Construction Activity Storm Water Permit.
- The District shall also implement actions and procedures established to reduce the pollutant loading in storm drain systems. The two main categories of these BMPs are "source control" and "treatment control." Source control BMPs are usually the most effective and economical in preventing pollutants from entering storm and non-storm runoff. Source control BMPs that area relevant to the project and shall be implemented include:
 - Public Education/Participation activities. The District shall. provide information to its employees regarding pollution prevention;
 - Materials Management activities. The District shall implement the following measures within any common landscaping or other facilities on-site:

- a) Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as .cleaning materials, fertilizers, paint, and where possible using safer alternative products;
 - b) Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and
 - c) Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials.
- Spill Prevention and Cleanup activities which are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks;
 - Street and storm drain maintenance activities. These activities control the movement of pollutants and remove them from pavement through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks.
- Treatment Control BMPs involve physical treatment of the runoff, usually through structural means. A variety of treatment control measures have been utilized for storm water quality. However, the effectiveness of these controls is highly dependent on local conditions, such as climate, hydrology, soils, groundwater conditions, and extent of urbanization. Types of treatment measures that shall be considered for the De Anza campus include the use of vegetated swales to filter pollutants before they enter the storm drain system, and the use of oil/water separators for parking lot drainage. The drainage system shall route all runoff effective treatment before it goes into the City storm drain system.
 - The District shall use native plants and drought-tolerant landscaping wherever possible. The District shall also install efficient irrigation systems, such as drip irrigation and automatic irrigation systems, that would minimize excess runoff.

Because the Project is proposed on lands that have already been developed, the proposed changes would result in less-than-significant impacts related to effluent discharges, groundwater supplies, existing drainage patterns, placement of structures within a 100-year flood hazard area, and exposure of people or structures to seiches, tsunamis, or mudflows. The Project would be constructed primarily on areas already developed or paved and potentially significant impacts related to changes in drainage quantities

resulting in flooding/exceedance of storm drain capacity, and declining quality of stormwater runoff would be expected to be similar to the 1999 Master Plan. Therefore, the mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to hydrology and water resources would not change.

Land Use & Planning

The previous EIR concluded that implementation of the 1999 Master Plan would not result in any conflicts with applicable plans, policies, or regulations. Similar to the 1999 Master Plan, the Project would result in construction of new buildings and renovation and upgrades to existing structures within the existing campus. Because the specifics of the Project do not change previous findings, the less-than-significant impacts related to land use and planning would not change.

Mineral Resources

The previous EIR concluded that implementation of the 1999 Master Plan would result in less than significant impacts on known mineral resources that are of value to the region and residents of the state, or that are delineated on a local general plan, specific plan, or other land use plan. Similar to the 1999 Master Plan, the Project would result in construction of new buildings and renovation and upgrades to existing structures within the existing campus. Because the specifics of the Project do not change previous findings, impacts related to mineral resources would be less than significant.

Noise

The previous EIR concluded that the 1999 Master Plan would result in no impact from public or private airports. The previous EIR concluded that the 1999 Master Plan would result in less-than-significant impacts related to on-site and off-site noise, and ambient noise levels. On-site noise levels from project and cumulative traffic would not expose any new academic buildings to noise levels above 70 dB(A); therefore, impacts related to on-site noise would be less than significant. Project-generated traffic would not result in any significant noise increases at any off-site receptors along area roadways; therefore, impacts related to off-site noise would be less than significant. Increased activity on the campus associated with Facilities Master Plan build out (e.g., more students talking, cars parking, increased use of athletic facilities) would result in noise of similar type and magnitude to existing noise, and would not result in any significant impacts to on-or off-site users.

The EIR also concluded that build out of the proposed 1999 Master Plan would generate short-term construction noise that could affect campus facilities, nearby residences, churches, and a school and that this would be a potentially significant impact. Implementation of the following mitigation measures

identified in the EIR would reduce impacts related to short-term construction noise to a less-than-significant level:

- For any exterior construction activity within 750 feet of off-campus residential uses and/or 800 feet of churches, the College would limit construction activity to the hours of 7:00 A.M. to 6:00 P.M. on weekdays, and 7:00 A.M. to 5:00 P.M. on Saturdays and Sundays.
- For any exterior construction activity within 750 feet of off-campus residential uses and/or 800 feet of churches, construction contractors would implement appropriate additional noise reduction measures that may include using noise-reducing mufflers and other noise abatement devices, changing the location of stationary construction equipment, shutting off idling equipment, notifying adjacent residences and businesses in advance of construction work, and installing temporary acoustic barriers around stationary construction noise sources. (Acoustic barriers would reduce the noise level by 5 to 10 dB(A).) In addition, the College District would require the posting of signs prior to construction activities with a phone number for residents to call with noise complaints. Depending on the type of equipment and type of control used, noise controls can also substantially reduce noise levels (by 1 dB(A) to 16 dB(A) at 50 feet).
- In the event that construction activities would occur for an extended period of time adjacent to classrooms, or that construction noise could not be attenuated to an acceptable level inside classrooms, the College would temporarily relocate classes to a different location on campus.
- Prior to construction activities anticipated to exceed 82 dB(A), the construction contractor shall coordinate with churches within 800 feet of the construction site so that construction occurs outside of scheduled church activities.

The Project would result in less-than-significant impacts related to noise. However, as a result of the decreased enrollment under the Project, which would decrease traffic and other noise-generating activities, potentially significant Project impacts to noise could be reduced. The mitigation measures identified in the previous EIR would further reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to noise would not change.

Population & Housing

This EIR concluded that the 1999 Master Plan would result in less-than-significant impacts related to the displacement of substantial numbers of existing housing or people. However, the project would result in long term jobs for college faculty and staff as well as short term jobs during construction of the project. Therefore, the EIR concluded that the 1999 Master Plan would create indirect impacts to population and housing and would be potentially growth-inducing.

Because housing does not exist within the College campus, the Project would not displace substantial numbers of existing housing or people. Because the specifics of the Project do not change previous findings, impacts related to population and housing would be less than significant. Although growth-inducing impacts would be reduced due to the reduction in student enrollment proposed by the Project from the 1999 Master Plan, growth inducing impacts would remain the same.

Public Services

Police Services

The previous EIR concluded that the 1999 Master Plan's impacts related to police services would be less than significant. Because the student enrollment number would be reduced as compared to what was previously analyzed in the EIR, these impacts would not change.

Fire Protection Services

The previous EIR concluded that the 1999 Master Plan's impacts related to fire protection services would be less than significant due to the following mitigation measures included as part of the project:

- The College District would comply with applicable fire and Life safety standards and code requirements such as fire hydrant flows & hydrant spacing. Service roads would be maintained throughout the campus to allow access to all portions of the buildings located within 150 feet of foot travel from where the fire department apparatus are stopped or staged. A fire department apparatus turn-around is required whenever travel in one direction only exceeds 150 feet. If an apparatus turn-around does not currently exist on all service roads within the campus, the College District would provide them during future development. Compliance with, Fire Department Access Road Standard A-1 would be followed relative to circulation radius, roadway width, turn-around dimensions and overhead clearances.
- Any new parking structures would comply with the current edition of the California Building and Fire Codes. Regardless of construction type, an approved automatic fire sprinkler system throughout with a 2.5 inch hose valve connections would be installed and made available for fire department use.
- The College District would comply with Title 19, Sections 3.05 & 3.16 and State Appendices 111-AA and III-BB, Part 9, Title 24 relative to site access and water supply for any development associated with the proposed Facilities Master Plan.
- The College District would comply with California Fire Code Appendix III-AA in the assessment of fire flow. The assumption of 1,500 gallons per minute at 20 psi residual pressure would be the minimum required flow per building. The minimum flow would increase incrementally with building

size and may be reduced accordingly with the inclusion of fire sprinklers. The College District would consider the installation of automatic fire sprinklers where appropriate.

- The College District would continue to implement its Emergency Management Response Plan that includes a plan for responding to fires.
- The detailed architect plans would be reviewed by the County Fire Department for emergency access.

The proposed Project would result in the construction of one additional building on site. However, the mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to fire services would not change.

School Services

The previous EIR concluded that the 1999 Master Plan would not generate a direct increase in residential population and would therefore have a less-than-significant impact on school services. Similar to the 1999 Master Plan, the Project does not propose residential uses and would not result in a direct increase in residential population. Because the specifics of the Project do not change previous findings, impacts related to school services would be less than significant.

Parks & Recreation

The previous EIR concluded that the 1999 Master Plan would not generate a direct increase in residential population and would therefore have a less-than-significant impact on parks and recreational services. Similar to the 1999 Master Plan, the Project does not propose residential uses and would not result in a direct increase in residential population. Additionally, campus playing fields and recreational facilities are anticipated to only be used by students and faculty of the College and would not attract members of the general public to the area. Because the specifics of the Project do not change previous findings, impacts related to parks and recreation would be less than significant.

Transportation/Traffic

The EIR concluded that the 1999 Master Plan would result in less-than-significant impacts to air traffic patterns. However, the EIR concluded the 1999 Master Plan build out could result in potentially significant impacts related to intersection and roadway LOS, hazards, inadequate emergency access, parking, and policies or programs supporting alternative transportation. The EIR included the following mitigation measures to reduce the impact to intersection LOS and access to a less-than-significant level:

- The College District would install, or provide funding to the City of Cupertino for installation of, yield signs for left turns on the east and westbound approaches at the intersection of McClellan Road

and Rose Blossom Drive. With this improvement, the intersection of McClellan Road and Rose Blossom Drive would operate at LOS C during the A.M. and Mid-Day peak hours, and LOS D during the P.M. peak hour. This measure would improve the overall safety and operation of this intersection, and would mitigate project-specific and cumulative impacts to a less-than-significant level.

- When designing the new (relocated) Stevens Creek entry, the College would work with the City of Cupertino to ensure that the entry is designed to minimize delays along Stevens Geek Boulevard. The College would extend vehicle stacking areas on campus, where feasible, for both ingress and egress movements. The College would work with the City of Cupertino to consider construction of additional entries and exits, including a possible new exit along McClellan Road and possible new entries/exits along Stelling Road. The construction of additional entries/exits could result in temporary construction noise and dust impacts, similar to those described in this EIR. Depending on their location and design, additional entries/exits could require the removal of additional trees.
- The College would design the reconfigured/expanded parking areas to ensure ease of entry for vehicles entering from College roadways.
- 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.

Although the EIR included mitigation measures to reduce significant impacts to roadway LOS parking supply, and construction impacts, these mitigation measures listed below were under the jurisdiction of other agencies and therefore not solely at the discretion of the District. Therefore, these impacts were considered significant and unavoidable.

- The College would continue to implement its Commute Alternative Program, to the extent feasible (and consistent with State law), in order to reduce the number of vehicles traveling to and from the College. The individual program components are listed below with estimates of effectiveness, based on CalTrans or the BAAQMD. (The estimates of effectiveness are noted following each measure.)
 - The Direct Transit Route Marketing Program and GIS Trip Planning (already being implemented) (0.5 to 2 percent trips);
 - The VTA ECO Pass Program(estimated trip reduction has not been calculated);
 - The College Shuttle Bus System (1,000 students per day, about 3 percent of total future student trips or about 20 percent of the additional student trips);
 - Interactive Carpool Program (already being implemented) (1 to 4 percent trips);
 - The Bicycle Safety and Encouragement Program (0.5 to 2 percent trips); and

- The Distance Learning and TeleCommute Program (0.5 to 1.5 percent trips).
- The College would monitor the effectiveness of the Commute Alternative Program at reducing student and employee trips. The monitoring activities would establish a baseline (pre-program level) for student and employee trips and trip characteristics, and shall provide a quantitative measurement of future student and employee trips on at least a yearly basis. The monitoring activities may include, but would not be limited to, regular surveys and the use of trip counters at College entrances. If the measures are found to not be effective (that is, if they do not meet at least the minimum level of trip reduction estimated), the College would consider and implement corrective actions (to the extent feasible and consistent with State law).
- The College would coordinate with the City to consider joint development of the area near Stevens Creek Boulevard and Stelling Road. Such uses could result in other environmental impacts (including the attraction of additional vehicle trips to the campus), depending on the location and characteristics of the use. The impacts cannot be determined at this time, and would need to be addressed in a separate environmental review wider CEQA. Also, it is not known to what extent the City is willing to participate in this measure.

Parking fees for single-occupancy vehicle commuters and parking cash-out programs, two trip reduction measures recommended by the BAAQMD, are not identified as mitigation because they are not feasible for community colleges under State law.

- The College would prepare, before the start of construction, a construction mitigation plan that would be tailored to the construction schedule, and, at a minimum, would consider:
 - The number of truck trips;
 - Time of day and location of street closures;
 - Time of day arrival and departure of trucks;
 - Limitations on the size and type of trucks;
 - Provision of a truck staging area, with limitations on the number of trucks that can be waiting;
 - Provision of a truck circulation pattern;
 - Construction parking for visitors, staff and construction workers;
 - Mobile office placement and associated parking;

- Manual traffic control when necessary;
- Proper advance warning and posted signage concerning street closures;
- Provisions for pedestrian safety;
- Provisions for parking management (i.e. valet or stacked parking operation) at available locations (i.e. Flint Center Garage) to offset any temporary reduction in on-campus parking;
- Shuttle bus service to any off-site parking facilities; and
- Temporary relocation of VTA Transit Bus stops.

A Traffic Impact Study prepared for the Addendum analyzed the impacts from the proposed Project. As part of the additional analysis, the intersection of South De Anza Boulevard and McClellan Road and the two driveways located along Stevens Creek Boulevard between State Route 85 and North Stelling Road were added to the analysis, using the methodologies set forth by the City of Cupertino and the Santa Clara County Congestion Management Program (CMP). A comparison of the peak hour operation conditions at all study intersection (Weekday AM, Midday and PM peak hour) is also included in this additional analysis. The Traffic Impact Study is located in Appendix A of this Addendum.

As a result of the changes made in the 2007 Facilities Master Plan, and according to the City of Cupertino intersection level of service standards, all study intersections would continue to operate at acceptable levels of service under the Project condition, with the exception of the intersections of Rose Blossom Drive and McClellan Road and De Anza Boulevard and McClellan Road. The intersection of Rose Blossom Drive and McClellan Road would operate at LOS F during the PM peak hour. The intersection of De Anza Boulevard and McClellan Road would operate at LOS E- during the PM peak hour.

Therefore, the proposed Project would result in significant impacts to the intersection of Rose Blossom Drive and McClellan Road. There would also be an increase in overall intersection delay during the PM peak hour of 18.7 seconds for the southbound approach. In order to achieve acceptable levels of service under the project-condition, the intersection would have to be signalized. However, it should also be noted that this intersection does not satisfy a peak hour signal warrant. This impact and the mitigation measure for this impact is the same as analyzed in the 2002 EIR. Because the specifics of the Project do not change this fact, the less-than-significant impact related to intersection LOS would not change.

Additionally, the Traffic Impact Study analyzed the need for signals; pedestrian safety and circulation; site access, internal circulation, and sight distance; parking; and traffic queuing.

Relative to the need for signals, the minimum threshold volume for the minor street approach with one lane is 100 vehicles per hour (VPH), which relates to 1,500 vehicles per hour for the total of both approaches for a major street with two or more lanes. Under the Project condition, the AM peak hour volume is estimated at 39 vehicles per hour for the minor approach and 1,166 VPH for the major approach. During the Midday peak hour, the estimate is 207 VPH for the minor approach and 978 for the major approach. For the PM peak hour the estimate is 126 VPH for the minor approach and 1,387 VPH for the major approach. Based on the signal warrant analysis, this intersection does not satisfy a signal warrant.

The expected moderate increase in vehicular traffic volumes at the study intersections would not significantly impact the pedestrian movements. Also, the additional pedestrian movements generated by the proposed Project would continue to be accommodated by provided sidewalks (along the Project frontage). The signalized study intersections are equipped with pedestrian crossing signals, push buttons, and crosswalks to accommodate pedestrian movements in the vicinity of the Project. Based on the presence and current condition of sidewalks, pedestrian amenities and crosswalks, the Project-generated additional pedestrians that would be spread throughout the day, no adverse pedestrian impacts are anticipated.

Project access and circulation were analyzed for the proposed Project to assess operational issues. The site plan indicates access to the Project site from Stevens Creek Boulevard, Stelling Road and McClellan Road. Construction of the MLC would require modification of Campus Drive in the vicinity of the building. However, these changes would not affect access to the Flint Garage or campus entrances and the overall Project internal design appears acceptable. No adverse internal circulation impacts related to the proposed Project are anticipated. Pedestrian safety would continue to be maintained and vehicular access would continue to be facilitated in a safe and efficient manner.

Currently there are 5,660 parking spaces available on campus. Using a “rule of thumb” estimate for community colleges of a 1:6 parking ratio, the minimum parking demand for the proposed Project would be 5,005 parking spaces, based on a population of 30,030 students plus staff. To summarize, the parking needs of the Project would be accommodated on-site with the provision of 5,660 parking spaces, and therefore no parking deficit is anticipated in the long term.

A left-turn queue analysis was performed for signalized intersections along the Stevens Creek Boulevard corridor in the vicinity of the Project. The analysis was performed to determine the potential vehicle queue for the left-turn movements and the ability of the existing left-turn bays (when present) to provide adequate storage space for those queues. Although there are no significance criteria for deficient left-turn queues, the analysis is presented here for informational purposes only.

The analysis was performed only for left-turn movements where left-turn bays were present with two exceptions. Left-turn storage analysis was not performed for freeway on-ramps or when the left-turn bay

was adjacent to a lane with a shared left and through movements. The left-turn storage analysis indicated that the majority of the six intersections analyzed currently have left-turn bays with inadequate storage space for the vehicle queues. The expected addition of Project traffic would cause vehicle queues to increase in most left-turn pockets that already have inadequate storage space.

According to the City of Cupertino intersection level of service standards, all study intersections would operate at acceptable levels of service under the cumulative condition, with the exception of Rose Blossom Drive and McClellan Road and De Anza Boulevard and McClellan Road. Cumulative traffic growth would cause these two intersections to operate at LOS F during the PM peak hour. The two intersections that are forecast to operate at LOS E are CMP intersections, and would operate at or above the significance thresholds for CMP intersections. In order to achieve acceptable levels of service under the cumulative condition, the intersection would have to include an additional northbound left-turn lane. These improvements would convert the intersection of McClellan Road and DeAnza Boulevard to: two left-turn lanes, two through lanes and one through shared right-turn lane in the northbound direction. With this mitigation in place the intersection would operate at acceptable levels of service during the AM, Midday and PM peak hours.

The Project would result in less-than-significant impacts related to traffic and circulation. However, as a result of the increased enrollment under the Project, which would decrease LOS and result in other impacts to traffic, Project impacts to traffic and circulation could be potentially significant. This increase in enrollment is less than previously analyzed; therefore the number of trips generated by the Project would be fewer. The mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to traffic and circulation would not change.

Utilities

Sewer Services

The previous EIR concluded that the demand for waste water service created by the build out of the 1999 Master Plan could be accommodated, and project impacts related to wastewater service would be less than significant. The previous EIR assumed that the increase in total wastewater generation would be directly related to the increase in the number of students and employees (23 percent increase at 1999 Master Plan build out). The previous EIR determined that the project would not generate wastewater that exceeds the RWQCB treatment requirements.

Because the specifics of the Project do not change this fact, the less-than-significant impacts related to sewer services would not change. The increase in students proposed under the 2007 Master Plan is less than the increase analyzed in the previous EIR for the 1999 Master Plan. Therefore, this less-than-significant impact would be even further reduced.

Water

The previous EIR concluded that the demand for water services created by the build out of the 1999 Master Plan could be accommodated. Project impacts related to construction of new water distribution lines would be less than significant due to the following mitigation measures included as part of the project:

- The College District would implement water conservation measures in the new buildings, including low-flow showers, toilets and faucets, and would upgrade existing buildings with these conservation devices.
- The Santa Clara County Fire Department would determine the fire flow requirement as a result of the increase in construction type and building size and consult with the San Jose Water Company ' regarding pipe size and capacity.
- The irrigation watering system would be upgraded to allow the College to regulate and conserve irrigation water.
- At the start of each individual Facilities Master Plan project, the College District Engineer would communicate with the San Jose Water Company to determine the necessary pipe capacity and upgrades to meet fire flow requirements and water demand.

Because the specifics of the Project do not change this fact, the less-than-significant impacts related to water supply would not change. The increase in students proposed under the 2007 Master Plan is less than the increase analyzed in the previous EIR for the 1999 Master Plan. Therefore, this less-than-significant impact would be even further reduced.

Solid Waste

The previous EIR concluded that the demand for solid waste services created by the build out of the 1999 Master Plan could be accommodated, and project impacts related to solid waste service would be less than significant. In addition, the 1999 Master Plan would comply with solid waste laws and regulations.

Because the specifics of the Project do not change this fact, the less-than-significant impacts related to solid waste would not change. The increase in students proposed under the proposed Project is less than the increase analyzed in the previous EIR for the 1999 Master Plan. Therefore, this less-than-significant impact would be even further reduced.

Storm Water

The previous EIR concluded that the demand for storm water services created by the build out of the 1999 Master Plan would result in a potentially significant impact. However, implementation of the following mitigation measures prescribed in the EIR and standard Best Management Practices would reduce impacts to a less-than-significant level:

- As individual Facilities Master Plan projects are designed, the College District would incorporate features into the projects or elsewhere on the campus to maintain peak flows during a 10-year storm event at the existing level. These features may include, but are not limited to, the following: offsetting increase in permeable surfaces elsewhere on the campus, permeable pavements, bio swales or infiltration ponds, storm-drain rehabilitation and/or sump drains. The District would provide a drainage analysis, or other comparable information, to demonstrate that there is no net increase in peak runoff leaving the campus during the 10-year storm. This measure would be implemented prior to any project that results in an increase in peak runoff leaving the De Anza campus.
- The District would consult with the City of Cupertino Department of Public Works regarding the drainage techniques to be used for individual Facilities Master Plan projects.

As a result of the Project, new construction of the MLC, the Planetarium Addition, landscaping improvements, resurfacing of parking lots, and replacement of asphalt sidewalks, would occur. However, the Project would be constructed primarily on areas already developed or paved and potentially significant impacts related to changes in the amount of storm water runoff would be expected to be similar to the 1999 Master Plan. Therefore, the mitigation measures identified in the previous EIR would reduce impacts to less-than-significant levels. Because the specifics of the Project do not change this fact, the less-than-significant impacts related to storm water facilities would not change.

IV. PREPARERS OF THE ADDENDUM EIR

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V. REFERENCES

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