APPENDIX A
Initial Study

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Draft

LOS ALTOS SCHOOL DISTRICT'S PROVISION OF FACILITIES FOR BULLIS CHARTER SCHOOL (2015-2016 TO 2018-2019 SCHOOL YEARS)

Initial Study

Prepared for
Los Altos School District

March 2015

ESA

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Draft

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Initial Study

Prepared for
Los Altos School District

March 2015

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LOS ALTOS SCHOOL DISTRICT

California Environmental Quality Act (CEQA) Initial Study

1. Introduction

This Initial Study (IS) evaluates the potential environmental effects associated with the Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019 School Years) (proposed project). The proposed project would provide school facilities, including the installation of several new portable structures, to support and accommodate BCS' projected increase in the number of BCS students and associated faculty/staff.

The organization and format of this document is stipulated by the CEQA Guidelines. Section 4 of this IS, the "Environmental Checklist," includes 18 specific elements (e.g., Air Quality, Cultural Resources, Transportation and Traffic, etc.) which must be addressed. The four levels of impact are: "Potentially Significant Impact," "Less Than Significant with Mitigation Incorporation," "Less than Significant Impact," and "No Impact." A discussion and analysis relating the anticipated impacts to each of the CEQA issues then follows. If a significant impact is identified, mitigation is presented to reduce any potentially significant impacts to level so insignificance. Each checklist item also includes a reference section, which lists technical studies, agencies, and other resources consulted in this evaluation.

Project Specifics

A. Project Address and Title:

Address: The project would affect three sites:

Ardis G. Egan Junior High School
100 West Portola Avenue, Los Altos, CA, 94022
Assessor's Parcel No. (APN) 167-22-012

Georgina P. Blach Intermediate School
1120 Covington Road, Los Altos, CA, 94024
APN 193-30-004

Covington Elementary School
205 Covington Road, Los Altos, CA 94024
APN 189-57-008

Title: Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019 School Years)

B. Lead Agency Name and Address:

Los Altos School District
201 Covington Road
Los Altos, California 94024-4030

C. Contact Person and Phone Number/E-mail address:

Randy Kenyon
Los Altos School District
(650) 947-1150
rkenyon@lasdschools.org

D. Project Sponsor's Names and Addresses:

Los Altos School District
201 Covington Road
Los Altos, California 94024-4030

E. Existing General Plan Designation and Zoning (All Campuses):

General Plan: Public School

Zoning: Public and Community Facilities/Single Family (PCF/R1-10)

F. Project Description:

See Chapter 3 of this EIR.

G. Location of Project:

See Chapter 3 of this EIR, including Figures 3-3 through 3-5 therein.

2. Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology, Soils and Seismicity
☒ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☐ Land Use and Land Use Planning	☐ Mineral Resources	☒ Noise
☐ Population and Housing	☒ Public Services	☐ Recreation
☒ Transportation and Traffic	☒ Utilities and Service Systems	☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Signature _____ Date March 5, 2015

Randall A Kenyon, Jr
Printed Name

Los Altos School District
For

3. Project Description

The Los Altos School District (LASD, or District) has prepared this Initial Study (IS) to assess the potential environmental effects associated with Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019 School Years). The proposed project would provide school facilities, including the installation of several new portable structures at the District's Ardis G. Egan Junior High School campus (Egan campus), Georgina P. Blach Intermediate School campus (Blach campus), and Covington Elementary School campus (Covington campus), to support and accommodate BCS' projected increase in the number of BCS students and associated faculty/staff. LASD, as Lead Agency under the California Environmental Quality Act (CEQA), is completing the required environmental review of the project pursuant to CEQA, prior to approval of the project. This IS provides the necessary information to inform the LASD decision makers - the District Board of Trustees (BOT), other responsible agencies and the public, of the nature of the project and its potential effect on the environment, leading to the appropriate environmental clearance documentation.

A full project description is presented in Chapter 3 of this EIR.

4. Environmental Checklist

Aesthetics

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
1.	**AESTHETICS — Would the project:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d)	Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a, b, c) **Less than Significant with Mitigation.**

Egan Campus

The Egan campus and proposed portable installation site is located in a residential neighborhood, bounded by West Portola Avenue to the north, North San Antonio Road to the east, and single-family homes to the south and west. Neither West Portola Avenue or North San Antonio Road have been designated or is considered eligible to be state scenic highway, nor is the project site visible from a state scenic highway (Caltrans, 2014). Existing long range views from the perimeter of the campus are largely blocked by existing mature shade trees, and surrounding homes. Short range views on site are of surrounding land uses, primarily adjacent residential properties. Much of the perimeter of the campus contains mature trees and other vegetation.

The proposed project involves the installation of six new classroom portables, which would be located adjacent to an existing row of portables on the north side of the campus, and adjacent to existing school buildings on the north-central part of the campus (see **Figure 3-3** in Chapter 3 of this EIR). The new portables would be similar in size and aesthetic quality to the existing potables on site (shown in **Photos 1 and 2**). Portables installed on the north side of the campus would be visible to individuals passing along West Portola Avenue and the residences located across the street, but would not be visible to those traveling down North San Antonio Road due to a fence along the campus eastern boundary (**Photo3**).

Photo 1 – View of BCS looking south at intersection of North San Antonio Road and West Portola Ave.

Photo 2 – View of entrance to BCS, looking southeast from West Portola Avenue near the parking lot driveway.

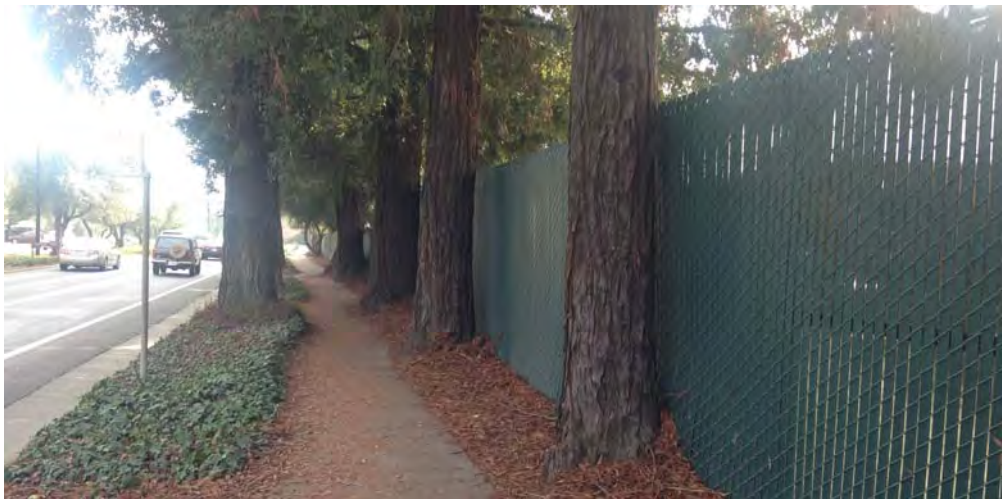

Photo 3 – The view of BCS looking south from North San Antonio Road is obstructed by a chain link fence, as shown in the photo.

Blach Campus

The Blach campus and proposed portable installation site is located in a residential neighborhood, on a block bounded by Covington Road to the north and Altamead Drive, which feeds into Carmel Terrace and Portland Avenue to the south. The residential streets that surround the site feed into two collector roads, Grant Road to the east and Miramonte Avenue to the west. None of these roadways have been designated or are considered eligible to be state scenic highways, nor is the project site visible from a state scenic highway (Caltrans, 2014). The site is located directly adjacent to single-family residences on the east and west.

Views of the Santa Cruz Mountains are available from the north and east of the campus as shown in **Photo 4**. Views of the mountains from across Covington Road are partially screened by street trees. Mountain views are also available from within the site to the south and west; these mountains are closer to the campus and appear more prominent. Short range views on site are of surrounding land uses, primarily adjacent residential properties. The perimeter of the campus is surrounded by mature trees and other vegetation. A drainage canal runs parallel along the southern boundary of the campus. There are several mature trees within the Blach campus. There is a landscaped area directly in-front of the Stepping Stones Preschool site that provides screening of the playground and portables, as shown in **Photo 5**.

The proposed project involves the installation of nine new classroom portables located at the current site of the Stepping Stones Preschool and playground, west of the running track along the north side of the campus as well as a new blacktop play area (see **Figure 3-4** in Chapter 3 of this EIR). The new portables would be similar in size and aesthetic quality to existing nearby portables. The existing Stepping Stones Preschool playground would be removed to accommodate the new portables and blacktop area, which may extend beyond the existing play area to include a portion of the landscaped area between Stepping Stones Preschool and Covington Road. This could include the removal of four mature deciduous trees, located inside the Stepping Stones playground area, as well as Deodar cedar trees, Nerium oleander shrubs, and other common landscaping trees and shrubs that currently provide screening from Covington Road. No redwood trees would be removed as part of the project.

The project would not involve any alteration or modification to any of the other existing buildings or facilities at the Blach campus. The new portables would be primarily visible to individuals passing along Covington Road and the residences located across Covington Road from the site. **Mitigation Measure AES-1** would reduce impacts potential impacts from the removal of mature landscaping to a less than significant level.

> **Mitigation Measure AES-1:** The District shall replace the mature landscaping at Blach campus that screens the area of the proposed blacktop area and new portables from Covington Road at a 2:1 ratio to maintain the currently obscured view of the campus from the public right-of-way.

Photo 4 – View of the Santa Cruz Mountains looking southwest over Stepping Stones Preschool and BCS facilities at the Blach campus.

Photo 5 – View of mature landscaping that provides screening of Stepping Stones preschool, looking south from Covington Road.

Covington Campus

The Covington campus and proposed portable installation site is located in a residential neighborhood and is surrounded by single family homes on all sides (see **Figure 3-5** in Chapter 3 of this EIR). The streets nearest to the campus are Covington Road, which feeds into Fremont Avenue and then South El Monte Avenue, and Rosita Avenue. Foothill Expressway is located just south of the campus. None of these roadways have been designated or are considered eligible to be state scenic highways, nor is the project site visible from a state scenic highway (Caltrans, 2014).

The Santa Cruz Mountains are not readily visible from the project site, as they are blocked from view by the existing residences and mature landscaping across Covington Road. Short range views on site are of surrounding land uses, primarily adjacent residential properties. The perimeter of the campus is surrounded by mature trees and other vegetation.

The proposed project involves installation of four portables on a dirt area located in the southeast corner of the campus closest to Rosita Avenue and Rosita Park (shown in **Photo 6**). The project site is occupied by a playground and a few mature trees which would be retained as part of the project. There are several storage containers located beneath a grove of mature redwood trees to the northwest of the site which block views of the project site from the administrative offices (**Photo 7**). There is an existing portable on site that serves the Los Altos Parent Preschool (**Photo 8**). The new portables would not be visible from any long-range viewpoints, and would only be visible from limited short-range viewpoints within the campus site itself. There are several mature trees located along the southern boundary of the project site which provide full screening for the adjacent residences. The project site is not easily visible from Rosita Avenue, due to additional mature vegetation on the eastern boundary of the project site, and the existing residences which would block the future portables from view. Additionally, tennis court fencing located immediately north of the proposed project site would provide screening from viewpoints in Rosita Park. The project would not involve any alteration or modification to any of the existing buildings at the Covington campus site or removal of any trees. The project would involve only minor site modifications which would include scraping the area where the portables would be placed to a depth up to 12 inches. Existing utility connections would also be extended for which minor trenching could occur. The new portables would be transported to the site and assembled in place.

Conclusion

The proposed project would not substantially alter the visual character of project sites at the three campuses. Although the installation of new portables would incrementally increase the building density at each campus, the new portables would be placed in a location near existing portables of similar architectural character and design. The proposed project would be complementary with existing land uses and development in the vicinity of all campuses, in terms of scale, use, and location. Any removal of mature landscaping at the Blach campus would be mitigated to less than significant with implementation of Mitigation Measure AES-1. The project would not adversely affect

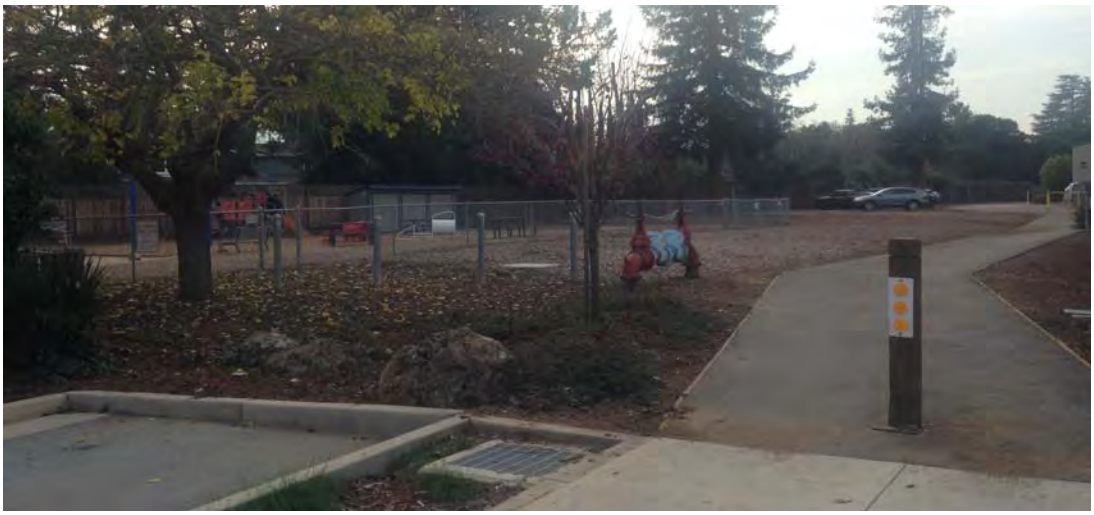

Photo 6 – View of the Covington campus project site, where Stepping Stone Preschool would be relocated.

Photo 7 – Storage containers occupy the northwest corner of the project site at the Covington campus.

Photo 8 – Los Altos Parent Preschool is located just north of the Covington campus project site.

long-range views at any campus, nor would the project result in a substantial adverse effect on a scenic vista. Therefore, the project's impact on scenic resources and scenic vistas would be less than significant with mitigation.

d) **Less than Significant Impact.** The proposed project is located in a built-out urban environment that includes existing sources of light and glare associated with nearby land uses. Nearby sources of light include exterior lighting on residential buildings, street lighting, and passing vehicle headlights. The additional school facilities would include low-level lighting contained onsite. Each portable unit would include a small globe light on the exterior equipped with photocells to maximize efficiency.[1] The new portables at the Egan and Blach campuses would be close to the street, but the lighting would not be strong enough to significantly impact adjacent residences. The portables at the Covington campus would be oriented towards the LASD administrative buildings, reducing the potential for light to spill onto neighboring residences. Additionally, the residents in neighborhoods surrounding all campuses would be further protected from potential light and glare by the existing landscaping buffer and perimeter wall/fences that surround all the campuses.

While the project would generate an incremental increase in light generated on each campus compared to existing conditions, the project would not generate a substantial new source of light and glare that would adversely affect day or nighttime views in the area. The effects of the proposed project would be less than significant.

References

California Department of Transportation (Caltrans), California Scenic Highway Mapping System website, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed February 12, 2014.

Field Reconnaissance and Project Plans /Description.

[1] Photoelectric cells, or photocells, are electronic devices that generate electricity when light falls on them.

Agricultural and Forest Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

a-b) **No Impact.** The Egan, Blach and Covington campuses and associated project sites are not designated by either the General Plan or the Zoning Ordinance as agricultural land. None of the project sites are designated as important farmland by the state (DOC, 2012). Thus, no significant agricultural resources or operations would be affected as a result of the proposed project.

c-e) **No Impact.** The Egan, Blach and Covington campuses and associated project sites are not designated by either the General Plan or the Zoning Ordinance for forestry or timberland uses. No significant forest or timberland resources would be affected as a result of the proposed project.

References

Los Altos, City of. *City of Los Altos General Plan Land Use Policy Map*, updated June 17, 2010.

Los Altos, City of. *City of Los Altos Zoning Map*, updated December 5, 2011.

Department of Conservation, California, 2012. *Important Farmland of Santa Clara County (Map). Division of Land Resource Protection*. Accessed January 27, 2014.

Air Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
3.	**AIR QUALITY —** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

This analysis considers air quality impacts from construction at the Egan, Blach and Covington campuses, where the project would result in minor site disturbance associated with the installation of additional classroom portables, and thus would result in associated short-term increases in air quality emissions. Operational air quality impacts are discussed as related to each of the campuses, as the project would result in changes in BCS enrollment and alter travel patterns for BCS-related vehicles at the both campuses, as well as result in the operation of additional portables at the campuses, which would result in increases in long-term air quality emissions.

The BAAQMD *CEQA Air Quality Guidelines* were adopted in 2010 and amended in 2011 to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and greenhouse gas emissions. In 2012, the Alameda County Superior Court ruled that the BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD *CEQA Air Quality Guidelines*. In August 2013, the First District Court of Appeal reversed the trial court's judgment and upheld the BAAQMD's CEQA Guidelines. However, as of February 2015 an appeal is pending at the California Supreme Court. Although reliance on the 2011 thresholds is no longer required, local agencies still have a duty to evaluate impacts related to air quality and GHG emissions. In addition, CEQA grants local agencies broad discretion to develop their own thresholds of significance, or to rely on thresholds previously adopted or recommended by other

public agencies or experts so long as they are supported by substantial evidence. Accordingly, this analysis uses the BAAQMD's 2011 thresholds to evaluate project impacts in order to conservatively evaluate the potential effects of the project on air quality. The science and reasoning contained in the BAAQMD 2011 *CEQA Air Quality Guidelines* provide the latest state-of-the-art guidance available the rationale for which is published in a Justification Report (BAAQMD, 2009). For that reason, substantial evidence supports continued use of the BAAQMD 2011 *CEQA Air Quality Guidelines*.

a) **Less than Significant with Mitigation.** The Egan, Blach and Covington campuses are within the San Francisco Bay Area Air Basin (Bay Area), which is currently designated as a nonattainment area for state and national ozone standards, state particulate matter (PM10 and PM2.5) standards, and federal PM2.5 (24-hour) standard. The Bay Area Air Quality Management District's (BAAQMD's) 2010 Clean Air Plan (BAAQMD, 2010a) is the applicable Clean Air Plan (2010 CAP) that has been prepared to address ozone nonattainment issues as well as to reduce emissions of particulate matter and greenhouse gases.

The BAAQMD Guidelines identify a three-step methodology for determining a project's consistency with the current CAP. If the responses to these three questions can be concluded in the affirmative and those conclusions are supported by substantial evidence, then BAAQMD considers the project to be consistent with air quality plans prepared for the Bay Area.

The first question to be assessed in this methodology is "does the project support the primary goals of the Air Quality Plan" (currently the 2010 CAP)? The BAAQMD-recommended method for determining project support for these goals is consistency with BAAQMD thresholds of significance. If a project would not result in significant and unavoidable air quality impacts, after the application of all feasible mitigation measures, the project would be consistent with the goals of the 2010 CAP. As indicated in the following discussion with regard to air quality impact questions b) and c), the project would result in less-than-significant construction emissions with implementation of **Mitigation Measure AIR-1**, and would not result in long-term adverse air quality impacts. Therefore, the project would be considered to support the primary goals of the 2010 CAP.

> **Mitigation Measure AIR-1:** During active construction activities associated with the installation of new portables at the Egan, Blach and Covington campuses, the District shall require construction contractors to implement all the BAAQMD's Basic Construction Mitigation Measures, listed below:
>
> - All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
> - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

The second question to be assessed in this consistency methodology is "does the project include applicable control measures from the CAP?" The 2010 CAP contains 55 control measures aimed at reducing air pollution in the Bay Area. Projects that incorporate all feasible air quality plan control measures are considered consistent with the CAP. The proposed project would include the installation of classroom portables at existing school campuses, and there are no measures in the CAP that apply to this type and size of project. Therefore, no inconsistency with the 2010 CAP is identified.

The third question to be assessed in this consistency methodology is "does the project disrupt or hinder implementation of any control measures from the CAP?"[2] The proposed project would not create any barriers or impediments to planned or future improvements to transit or bicycle facilities or land use changes in the area, nor would the project effect the implementation of any stationary or mobile source measures; therefore, the project would not hinder implementation of CAP control measures.

In summary, the responses to all three of the questions with regard to CAP consistency are either affirmative or not applicable, and the proposed project would not conflict with or obstruct implementation of the 2010 CAP. This is a less than significant impact with mitigation.

b) **Less than Significant with Mitigation.** The Bay Area Air Basin experiences occasional violations of ozone and particulate matter (PM10 and PM2.5) standards. Thus, during the construction phase of any given project basin wide violations can occur. The proposed installation of portable classrooms and other facilities at the Egan, Blach campus and Covington campuses and related construction activities would result in a short-term

[2] Examples of how a project may cause the disruption or delay of control measures include a project that precludes an extension of a transit line or bike path, or proposes excessive parking beyond parking requirements.

increase in air emissions, primarily from construction-related vehicles. Construction would involve use of equipment and materials that would emit ozone precursor emissions (*i.e.*, reactive organic gases or ROG, and nitrogen oxides, or NOx). Construction activities would also result in the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Emission levels for these activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NOx from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project development. Maximum daily emissions were estimated using the latest CalEEMod (version 2013.2.2) model and are presented below in **Table 4-1**. Additional assumptions and information are included in **Appendix E**.

TABLE 4-1
MAXIMUM DAILY CONSTRUCTION-RELATED POLLUTANT EMISSIONS (pounds/day)[a]

Year	ROG	NOx	Exhaust PM10[b]	Exhaust PM2.5[b]
2015 (Unmitigated Emissions)	1.4	9.9	0.9	0.8
BAAQMD Construction Threshold	54	54	82	54
Significant Impact?	No	No	No	No

[a] Emissions were modeled using CalEEMod and default CalEEMod equipment assumptions were assumed for construction. Reported construction emissions are maximum daily emissions; average daily emissions would be less. Additional information is included in Appendix E.

[b] BAAQMD's proposed construction-related significance thresholds for PM10 and PM2.5 apply to exhaust emissions only and not to fugitive dust.

Although the project would not generate emissions during construction that would exceed the BAAQMD thresholds, emissions of fugitive dust from earth disturbance could be generated and BAAQMD recommends a set of basic construction mitigation measures to address the potential for localized impacts on the adjacent sensitive land uses. Implementation of **Mitigation Measure AIR-1** would ensure that localized particulate impacts are reduced to a less-than-significant level.

Mitigation Measure: Implement Mitigation Measure AIR-1.

In regards to operations, the proposed project would generate new vehicle trips generated by increased BCS enrollment and associated faculty/staff. Operation of the project would generate a total of approximately 207 new one-way vehicle trips by 2016, a total of 374 new one-way trips by 2017, 516 new one-way trips by 2018, and 598 new one-way trip at the 2019 horizon year at all three campuses on a weekday. Overall project emissions under ultimate enrollment conditions were estimated using the CalEEMod software and are presented below in **Table 4-2**. Additional assumptions and information are included in **Appendix E**.

As shown in Table 4-2, long-term operational emissions of the project would be less than significant.

TABLE 4-2
AVERAGE DAILY OPERATION-RELATED POLLUTANT EMISSIONS (pounds/day)[a]

Year	ROG	NOx	PM10	PM2.5
Area Sources	0.52	<0.01	0	0
Energy Sources	0.01	0.11	0.01	0.01
On-road Vehicles	2.19	4.50	2.89	0.81
Total Operational Emissions	2.73	4.61	2.90	0.82
BAAQMD Operational Threshold	54	54	82	54
Significant Impact?	No	No	No	No

[a] Emissions were modeled using CalEEMod and assume 598 daily trips and default assumptions regarding landscape equipment (area sources). Additional information is included in Appendix E.

c) **Less than Significant with Mitigation.** According to the BAAQMD, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In addition, according to the BAAQMD CEQA Air Quality Guidelines, if a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions (BAAQMD, 2011). Alternatively, if a project does not exceed the identified significance thresholds, then the project would not be considered cumulatively considerable and would result in less-than-significant air quality impacts. As discussed for criteria "b" above, the project would result in less than significant construction emissions with mitigation incorporation, and less than significant operational emissions and therefore would have a less than significant impact with regard to generating a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Mitigation Measure: Implement Mitigation Measure AIR-1.

d) **Less than Significant Impact.** BAAQMD defines sensitive receptors as children, adults, and seniors occupying or residing in residential dwellings, schools, colleges and universities, daycares, hospitals, and senior-care facilities. Workers are not considered sensitive receptors because all employers must follow regulations set forth by the Occupation Safety and Health Administration (OSHA) to ensure the health and well-being of their employees (BAAQMD, 2012).

Construction activities associated with the installation of new portables at the campuses would result in the short-term emission of diesel exhaust emissions (DPM), which is a toxic air contaminant (TAC), from on-site heavy-duty equipment. Project construction

would generate DPM emissions from the use of off-road diesel equipment required for construction activities. Exposure of sensitive receptors—such as the adjacent residences—is the primary factor used to determine health risk. Exposure is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. A longer exposure period would result in a higher exposure level. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of the proposed construction activities (12 weeks) would only constitute a very small percentage of the total 70 year exposure period. OEHHA recommends that a minimum exposure duration of two years be assumed for health risk assessment of short-term projects, such as construction (BAAQMD, 2010b). However, in this case, with a maximum of 12 weeks of construction, the assumption of a two-year exposure would overstate potential health risks. DPM from construction activities is not anticipated to result in the exposure of sensitive receptors to levels that exceed applicable standards. However, implementation of Mitigation Measure AIR-1 (BAAQMD's Basic Construction Mitigation Measures), above, would also reduce potential DPM emissions.

Long-term operations of the proposed project would not result in substantial new stationary or mobile sources of diesel particulate matter or other TACs. The school does not use any buses (diesel or otherwise) or any other motors or machinery that emits diesel or other toxic contaminants at the Egan, Blach, or Covington campuses. Furthermore, the magnitude of project daily roadway volumes would be well below 10,000 vehicles per day, which is the lowest volume roadway that BAAQMD identifies for assessment of TAC emissions from vehicles (BAAQMD, 2010c). Therefore, project operations would have a less-than-significant effect on exposure to TAC emissions.

e) **Less than Significant Impact.** As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations (BAAQMD, 2012). No such uses would occupy the project site and the District has never received any complaints from students, faculty, staff or adjacent neighbors about objectionable odors. Therefore, the project would not create objectionable odors that would affect a substantial number of people.

References

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Biological Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
4.	**BIOLOGICAL RESOURCES — Would the project:**				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a) **Less than Significant with Mitigation.** ESA conducted a biological field survey of the Blach campus on February 11, 2014, Egan campus on October 13, 2014, and Covington campus on January 8, 2015 to verify existing biological conditions, assess vegetation and wildlife habitats, and identify potential for special-status species to occur onsite. The City of Los Altos is urbanized, contains very little native habitat, and the school sites are located in a largely developed residential areas. The Blach, Egan and Covington campuses are existing developed sites that include several structures, pavement, and grass playing fields which do not contain native vegetation or habitat. Habitat potential is limited to urban-adapted species such as common raven (*Corvus corax*), American crow (*Corvus brachyrhynchos*), raccoon (*Procyon lotor*), Norway rat (*Rattus norvegicus*), California ground squirrel (*Spermophilus beecheyi*), and Virginia opossum (*Didelphis virginiana*).

Existing vegetation surrounding site disturbance areas at the Blach, Egan and Covington campuses include coast live oak (*Quercus agrifolia*), blue gum eucalyptus (*Eucalyptus*

globulus), Monterey pine (*Pinus radiata*), and coast redwood (*Sequoia sempervirens*). Three coast redwoods, approximately 18-inches in diameter, are located southeast of the site proposed for new portables at the Blach campus; however, these trees did not host any bird nests or bat roosts during ESA's site visit, and would be retained. At the Egan campus construction would occur within approximately ten feet of existing trees near the new portable locations onsite. Existing coast redwoods and three mature deciduous trees of the same species would be retained in the project area at the Covington campus during the portable classroom relocation from the Blach campus. Although common nesting birds may occur in the vicinity of the project areas, Mitigation Measure BIO-1 (below) would reduce impacts to potential nesting birds to less-than-significant if trees are to be removed. Indirect impacts could occur to common nesting birds if present in the project area at the time of construction due to site disturbances including noise and increased on-site activity. In the absence of mitigation measures, short-term construction disturbance from site preparation and new classroom portable installation during the nesting season (February 1 to August 31) could result in incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.

Breeding birds are protected under Section 3503 of the California Fish and Game Code (Code), and raptors are protected under Section 3503.5. In addition, both Section 3513 of the Code and the Federal Migratory Bird Treaty Act (16 USC, Sec. 703 Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the Code prohibits the taking of non-game birds, which are defined as birds occurring naturally in California that are neither game birds nor fully protected species.

In general, California Department of Fish And Wildlife (CDFW) recommends a 250-foot construction exclusion zone around the nests of active passerine songbirds during the breeding season, and a 500-foot buffer for nesting raptors. These buffer distances are considered initial starting distances once a nest has been identified, and are sometimes revised downward to 100 feet and 250 feet, respectively, based on site conditions and the nature of the work being performed. These buffer distances may also be modified if obstacles such as buildings or trees obscure the construction area from active bird nests, or existing disturbances create an ambient background disturbance similar to the proposed disturbance.

Potential project-related impacts to breeding or nesting birds would be minimized to a less than significant level with the implementation of **Mitigation Measure BIO-1**, as described below.

> **Mitigation Measure BIO-1:** If construction activities cannot be performed outside of the breeding season (i.e., cannot be performed between September 1 and January 31), a pre-construction survey for nesting birds shall be conducted by a qualified biologist.
>
> In coordination with the District, surveys shall be performed no more than 14 days prior to construction activities listed above in order to locate any active passerine nests within 250 feet of the project site and any active raptor nests within 500 feet

of the project site. Vegetation removal and construction activities performed between September 1 and January 31 avoid the general nesting period for birds and therefore would not require pre-construction surveys.

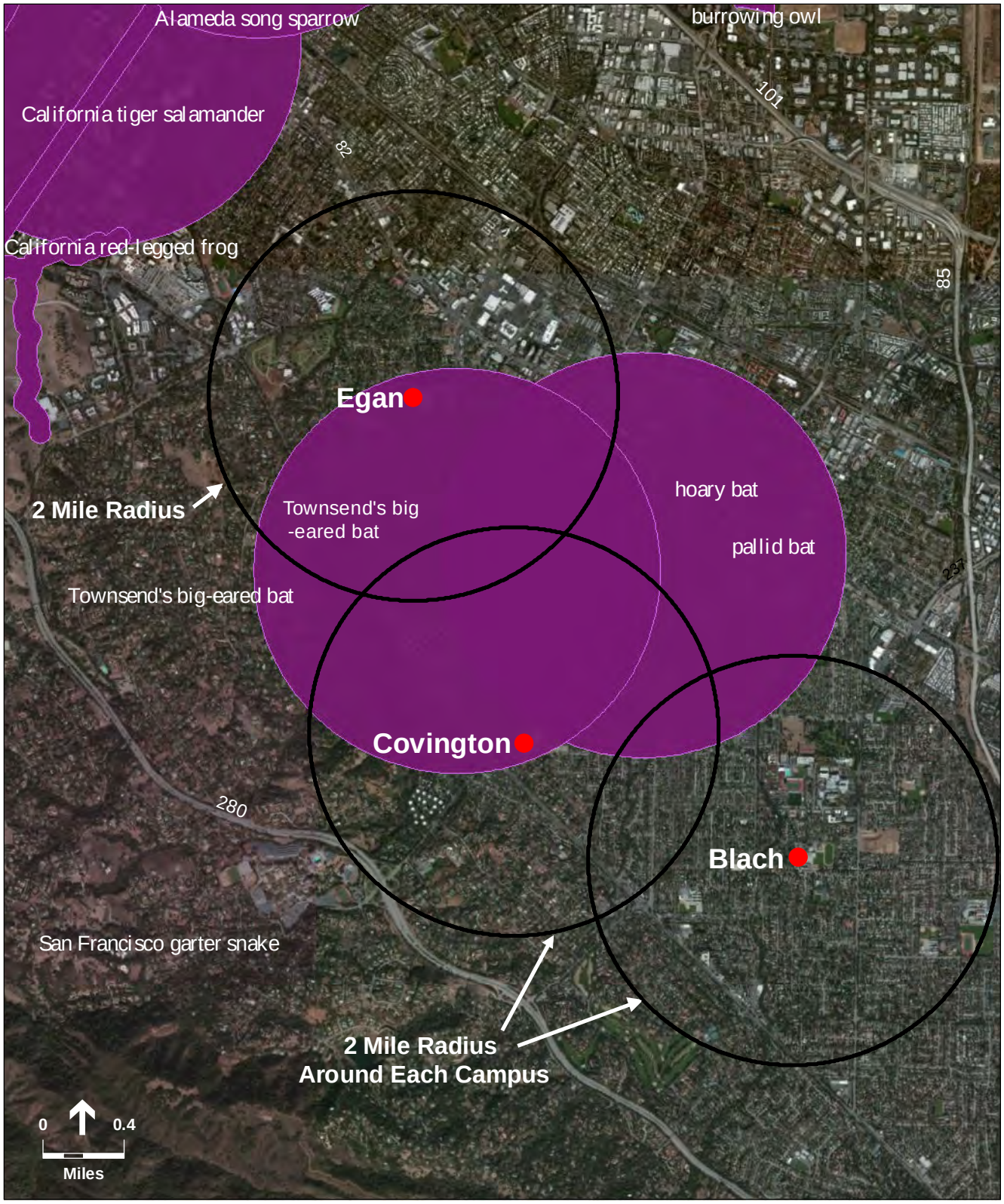
If active nests are found on either the project site or within the 500-foot survey buffer surrounding the project site, no-work buffer zones shall be established around the nests in coordination with CDFW. No demolition, vegetation removal, or ground-disturbing activities shall occur within a buffer zone until young have fledged or the nest is otherwise abandoned as determined by the qualified biologist. If work during the nesting season stops for 14 days or more and then resumes, then nesting bird surveys shall be repeated, to ensure that no new birds have begun nesting in the area.

Potential for the project area to support special-status species was assessed using the U.S. Fish and Wildlife Service (USFWS) special-status species list and California Natural Diversity Database (CNDDB) within the Cupertino and Mountain View U.S. Geological Survey (USGS) quadrangles (USFWS, 2015 and California Department of Fish and Wildlife (CDFW), 2015). After analyzing habitats within the project area, no suitable habitat for special-status plant species was found on or directly adjacent to the project areas (CNPS, 2015) or wildlife except for the following bats. The pallid bat (*Antrozous pallidus*) and Townsend's big-eared bat (*Corynorhinus townsendii*), both California species of special concern, and hoary bat (*Lasiurus cinereus*), WBWG medium priority[3], could be present in the vicinity of the project area (see **Figure 1**). However, the presence of human activity and limited habitat for these species in proximity to potential construction disturbance would result in less than significant impacts to these species.

b) **Less than Significant Impact.** The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, nor on any habitats identified by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. An engineered portion of Stevens Creek runs along the southern border of the Blach campus, less than 250 feet from the site of the proposed portables installation on this campus. However, no undisturbed riparian habitat or sensitive natural community is present in the project area at the Egan, Blach and Covington campuses.

c) **No Impact.** The project area at the Egan, Blach and Covington campuses are fully developed and do not contain any federally protected wetlands as defined within Section 404 of the Clean Water Act. In addition, other jurisdictional waters of the U.S. or waters of the state, subject to regulations administered by the San Francisco Bay Regional Water Quality Control Board and the California Department of Fish And Wildlife also do not occur within the project area.

[3] Western Bat Working Group (WBWG) Medium Priority: This designation indicates a level of concern that should warrant closer evaluation, more research, and conservation actions of both the species and possible threats. A lack of meaningful information is a major obstacle in adequately assessing these species' status and should be considered a threat.



SOURCE:CNDDB

LASD Provision of Facilities for Bullis Charter School (2016 to 2019).140502

Figure 1
CNDDB Database Search

d) **Less than Significant with Mitigation.** The project would not interfere with the movement of any native resident or migratory fish or wildlife species at the Egan, Blach, or Covington campuses. Mitigation as a result of potential impacts on wildlife species is described above, in discussion a).

e) **Less than Significant Impact.** The existing Stepping Stones Preschool playground would be removed to accommodate the new portables and blacktop area, which may extend beyond the existing play area to include a portion of the landscaped area between Stepping Stones Preschool and Covington Road. This could include the removal of four mature deciduous trees, located inside the Stepping Stones playground area, as well as Deodar cedar trees, Nerium oleander shrubs, and other common landscaping trees and shrubs that currently provide screening from Covington Road. One dead tree could also be removed at the Covington campus. No redwood trees would be removed as part of the project. Although coast redwood root systems have shallow extensive root systems, the three coast redwoods located near the project area at the Blach campus would not be affected by the new portables installation since site preparation would only require the removal of 12 inches of topsoil at a distance where established roots are not expected due to the current tree height. Furthermore, grading previously conducted for the nearby athletic track and retaining wall indicate excavations greater than 12 inches have occurred within the future potential root zone of the three coast redwoods resulting in no adverse impact, as the trees remain healthy. Permanent impacts to tree root zones in the project area at the Covington campus could occur with added soil compaction from the installation of portable classrooms. However, soil characteristics common to the urban environment, similar to those at the three campuses, are likely to include existing soil compaction and other physical impediments to root exploration and general health (Day et al. 2010) resulting in less than significant impacts to trees at all three campuses.

Potential temporary impacts to trees at Blach, Egan and Covington campuses would also be less-than-significant as the project would be subject to Section 11.08.120 *Tree Protection During Construction* of the Los Altos Municipal Code (LAMC) which requires measures such as protective fencing and tree repair if damage is to occur as a result of construction.

Permanent impacts as a result of potential tree removal during the project would be less-than-significant due to the application of the City of Los Altos Tree Protection Ordinance (LAMC Section 11.08), thus, requiring no additional mitigation. Trees subject to this ordinance include (City of Los Altos, 2000):

1. Any tree that is 48-inches (four feet) or greater in circumference when measured at 48-inches above the ground.
2. Any tree designated by the Historical Commission as a Heritage Tree or any tree under official consideration for a Heritage Tree designation.
3. Any tree which was required to be either saved or planted in conjunction with a development review approval (i.e. new two-story house).

4. Any tree located within a public right-of-way.

5. Any tree located on property zoned other than single-family residential.

f) **No Impact.** The proposed project would not conflict with the provisions of the Los Altos Open Space and Conservation Plan, or other approved local, regional, or state habitat conservation plans because the project is proposed on existing school campuses in long-established and fully built out residential neighborhoods.

References

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Cultural Resources

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
5.	**CULTURAL RESOURCES — Would the project:**				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

a) **Less than Significant Impact.** CEQA Guidelines Section 15064.5 requires the lead agency to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR), or determined by a lead agency to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California. The following discussion will focus on architectural/structural resources. Archaeological resources, including archaeological resources that are potentially historical resources according to Section 15064.5, are addressed in b), below.

ESA completed a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System on February 12, 2014 (File No. 13-1228), October 20, 2014 (File No. 14-0518), and January 14, 2015 (File No. 14-0874). The review included the Blach, Egan and Covington campuses with a ½-mile radius around each. Previous surveys, studies, and site records were accessed. Records were also reviewed in the Historic Property Data File for Santa Clara County, which contains information on places of recognized historical significance including those evaluated for listing in the *National Register of Historic Places*, the *California Register of Historical Resources*, the *California Inventory of Historical Resources*, *California Historical Landmarks*, and *California Points of Historical Interest*. ESA also reviewed the Los Altos Historic Resources Inventory (Los Altos Historical Commission, 1997). The purpose of the records search was to (1) determine whether known cultural resources have been recorded within the project vicinities; (2) assess the likelihood for unrecorded cultural resources to be present based on historical references and the distribution of nearby sites; and (3) develop a context for the identification and preliminary evaluation of cultural resources.

Archival research revealed that none of the buildings on the Blach, Egan or Covington campuses are listed in the federal, state, or local listings of historical resources.

According to a review of historic aerial photography and historic maps of the Blach school campus and vicinity, the area was in agricultural use as a fruit orchard in the 1940s and 1950s, with sparse residential development to the west of the future school site (NETR, 2014). By 1968, a school had been constructed on the former fruit orchard, and numerous new homes had been completed in the immediate area. A school auditorium was added by 1980, and a large expansion and modernization program, adding classrooms and recreational fields, was completed by 2002. This latest effort appears to have eliminated most of the 1960s-era school buildings. Although portions of the Blach school site would meet the minimum age required (45 years) for consideration for listing in the CRHR, due to the numerous additions and alterations that occurred within the last 30 years, especially those completed in 2002, the school bears almost no resemblance to its original layout, form or style. Few of the buildings from the 1960s appear to remain, having been demolished and/or reconstructed, or heavily remodeled. The earliest remaining buildings were designed in a Modern architectural style that would be considered a more typical, rather than an exemplary, representative of the style. The school was designed by Los Altos architect Lawrence Gentry, who designed many schools, churches, and other commercial and civic buildings in Los Altos and vicinity in the 1950s and 1960s,[4] however, Gentry would not be considered a "master architect" as defined by CEQA section 15064.5. For these reasons, the Blach school campus would not be considered a historical resource as defined in CEQA Guidelines Section 15064.5.

According to a review of historic aerial photography of the Egan school campus and vicinity, the area was also in agricultural use as a fruit orchard in the 1940s and 1950s, with residential development to the north and west (NETR, 2014). Egan School was constructed in 1957. Buildings were added in the 1970s and a large renovation was completed in 2000. Although the Egan school meets the minimum age required (45 years) for consideration for listing in the CRHR, due to the additions and alterations that occurred within the last 40 years, the school has been altered from its original form and style. Similar to the Blach school, the Egan school was also designed by local architect Lawrence Gentry in a Modern architectural style that would be considered more typical, rather than an exemplary, representative of the style. Finally, the Egan campus was previously evaluated as not eligible for listing in the National Register of Historic Places (ART, 2003; OHP, 2012). For these reasons, the Egan school campus would not be considered a historical resource as defined in CEQA Guidelines Section 15064.5.

The Covington campus and vicinity was also in agricultural use as a fruit orchard in the 1940s and early 1950s (NETR, 2014). Covington School was constructed in 1956. Buildings were added and a large renovation was completed in 2000. Although portions of the Covington school site meet the minimum age required (45 years) for consideration for listing in the CRHR, Covington School has been altered from its original form and

[4] Lawrence Gentry, AIA (1909 – 1980), designed numerous elementary schools for the Los Altos School District, as well as the Rancho Shopping Center, St. Nicholas Church, Union Presbyterian Church of Los Altos, and Los Altos Fire Station No. 17 in the 1950s and 1960s (AIA Directories, 1956 – 1970).

style due to the additions and alterations that occurred within the last 15 years. Like Egan and Blach schools, Covington School was designed by Lawrence Gentry in a Modern architectural style that would be considered more typical, rather than an exemplary, representative of the style. As described above, architect Lawrence Gentry, would not be considered a 'master architect' as defined by CEQA section 15064.5. For these reasons, the Covington school campus would not be considered a historical resource as defined in CEQA Guidelines Section 15064.5.

The addition of portable classrooms to any of these school campuses would have no impact on historical resources, and no mitigation measures would be necessary.

b) **Less than Significant with Mitigation.** A significant impact would occur if the project would cause a substantial adverse change to an archaeological resource through physical demolition, destruction, relocation, or alteration of the resource.

The school campuses are all within the traditional territory of the Costanoan or Ohlone people (Levy, 1978: 485–495). The people collectively referred to by ethnographers as Costanoan were actually distinct sociopolitical groups that spoke at least eight languages of the same Penutian language group. The Ohlone occupied a large territory from San Francisco Bay in the north to the Big Sur and Salinas Rivers in the south. The primary sociopolitical unit was the tribelet, or village community, which was overseen by one or more chiefs. The schools are in the greater *Puichon* tribal area (Milliken, 1995). After European contact, Ohlone society was severely disrupted by missionization, disease, and displacement. Today, the Ohlone still have a strong presence in the San Francisco Bay Area, and are highly interested in their historic and prehistoric past.

Base maps at the NWIC show that no prehistoric archaeological resources have been previously recorded within a ½-mile radius of the Blach, Egan and Covington campuses (NWIC, 2014a and 2014b, and 2015c). The nearest known prehistoric archaeological sites to the Blach campus are approximately two miles to the west on Adobe Creek. The nearest archaeological sites to the Egan campus are approximately ¾ mile to the south and ¾ mile to the north, also on Adobe Creek. There are also numerous prehistoric archaeological sites along the historic bay shoreline to the north. The nearest archaeological sites to the Covington campus are over ½-mile to the west at the base of the Los Altos Hills.

The Blach and Egan campuses are underlain by Holocene-age Pleistocene-age alluvial deposits (Witter, et al., 2006). Holocene-age alluvial fan deposits are generally less than 5,000 years old and overlie older land surfaces (including stabilized/abandoned Pleistocene-age alluvial deposits). In many places, the interface between older land surfaces and active alluvial fans is marked by a well-developed buried soil profile, or a paleosol.[5] Paleosols preserve the composition and character of the earth's surface prior to subsequent

[5] A paleosol is a buried soil that forms when sediment is deposited over a surface with a developed soil profile without it being eroded away first.

sediment deposition; thus, paleosols have the potential to preserve archaeological resources if the area was occupied or settled by humans (Meyer and Rosenthal, 2007). Despite the general archaeological sensitivity of the vicinity, the Blach, Egan and Covington campuses are all in areas that have been highly disturbed from previous impacts related to the construction of the existing schools and facilities.

ESA completed a surface survey of the proposed area of disturbance at the Blach campus on February 14, 2014, the Egan campus on October 15, 2014, and the Covington campus on January 16, 2015. Ground visibility at all school sites was limited due to the existing landscaping and paving. No archaeological resources, including midden soil, shell fragments, or other evidence of past human use, were identified during the surface survey.

No archaeological features or artifacts have been identified in the Blach, Egan, or Covington campuses. Based on the results of the surface surveys, nearby site distribution, previous disturbance at the school sites, and the relatively minimal ground disturbance associated with the project, it does not appear that the project has the potential to impact archaeological resources. However, the discovery of archaeological materials during ground disturbing activities cannot be entirely discounted. The inadvertent discovery of archaeological resources during construction activities could be a potentially significant impact. In the event of the discovery of any cultural resources during project construction activities, implementation of **Mitigation Measure CUL-1** would reduce potential impacts to a less-than-significant level.

> **Mitigation Measure CUL-1:** If prehistoric or historic-period archaeological resources are encountered during construction at Blach, Egan, or Covington campuses, all construction activities within 100 feet shall halt and the Los Altos School District shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the Los Altos School District. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist

of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

c) **Less than Significant with Mitigation.** A significant impact would occur if the project would destroy a unique paleontological resource or site, or a unique geologic feature. Paleontological resources are the fossilized evidence of past life found in the geologic record. Despite the tremendous volume of sedimentary rock deposits preserved worldwide, and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils—particularly vertebrate fossils—are considered to be nonrenewable resources. Because of their rarity, and the scientific information they can provide, fossils are highly significant records of ancient life.

Rock formations that are considered of paleontological sensitivity are those units that have yielded significant vertebrate or invertebrate fossil remains. This includes, but is not limited to, sedimentary rock units that contain significant paleontological resources anywhere within its geographic extent. The Blach and Egan campuses are underlain by Holocene alluvium and are not likely yield significant paleontological remains because they are surface deposits that are not considered fossil-bearing units. The Covington campus is underlain by Pleistocene-age alluvium. Pleistocene-age alluvium has the potential to contain fossils; a search of the University of California Museum of Paleontology database indicates that 33 vertebrate fossils have been previously identified in a Pleistocene-age context in Santa Clara County (UCMP, 2015). However, construction of the proposed project would not require substantial excavation to depths at which paleontological resources would be encountered, as such resources don't reside in the top few inches of soils.

While damage or destruction of unique paleontological resources for the proposed project is unlikely, the possibility cannot be entirely dismissed. Thus, the potential impact to paleontological resources is considered potentially significant. Implementation of **Mitigation Measure CUL-2** would reduce this potential impact to a less-than-significant level by ensuring that if fossils are encountered, their significance is assessed by a qualified paleontologist, recorded, and salvaged if appropriate.

> **Mitigation Measure CUL-2:** If paleontological resources, such as fossilized bone, teeth, shell, tracks, trails, casts, molds, or impressions are discovered during ground-disturbing activities, all ground disturbing activities within 100 feet of the find shall be halted until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate salvage measures in conformance with Society of Vertebrate Paleontology Guidelines (SVP, 1995; SVP, 1996).

d) **Less than Significant with Mitigation.** There is no indication from the archival research that any part of the Blach, Egan or Covington campuses have been used for human burial purposes in the recent or distant past. Therefore, it is unlikely that human remains would be encountered during construction of the proposed projects. However, the possibility of inadvertent discovery cannot be entirely discounted, and would result in a potentially significant impact. Implementation of **Mitigation Measure CUL-3** would ensure that inadvertent discovery impacts to human remains would be reduced to a less-than-significant level.

> **Mitigation Measure CUL-3:** In the event of discovery or recognition of any human remains during construction at the Blach, Egan, or Covington campuses, such activities within 100 feet of the find shall cease until the Santa Clara County Coroner has been contacted to determine that no investigation of the cause of death is required. The Native American Heritage Commission (NAHC) will be contacted within 24 hours if it is determined that the remains are Native American. The NAHC will then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the Los Altos School District for the appropriate means of treating the human remains and any grave goods.

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Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
6. GEOLOGY, SOILS, AND SEISMICITY — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Discussion

a.i) **Less than Significant Impact.** The Egan, Blach and Covington campuses, and associated project sites, are not located in an Alquist-Priolo Earthquake Fault Zone nor is it located on or immediately adjacent to an active or potentially active fault.[6] The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones by the California Department of Conservation, Geological Survey (CGS, formerly known as the California Division of Mines and Geology [CDMG]) along sufficiently active and well-defined faults. The purpose of the Act is to restrict construction of structures intended for human occupancy along traces of known active faults. Alquist-Priolo Zones are designated areas

6 An active fault is defined by the State of California is a fault that has had surface displacement within Holocene time (approximately the last 10,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

most likely to experience surface fault rupture, although fault rupture is not necessarily restricted to those specifically zoned areas. The active faults nearest to the campus sites are the San Andreas, located approximately 8 miles southwest of the both campus sites, and the Hayward Fault, located approximately 9 miles northeast (Hart, 1997). Other nearby active Bay Area faults include the San Gregorio-Hosgri fault, located 21 miles west, and the Calaveras fault, located 16 miles west of the project site. As none of the campus sites are located in an Alquist-Priolo Earthquake Fault Zone nor located on or immediately adjacent to an active fault, fault rupture hazards associated with the proposed project is considered less than significant.

a.ii, iii) **Less than Significant Impact.** The District and its campuses are located in a seismically active region. Recent studies by the United States Geological Survey (USGS) indicate there is a 63 percent likelihood of a Richter magnitude 6.7 or higher earthquake occurring in the Bay Area in the next 30 years (USGS, 2008). All three campuses could experience a range of ground shaking effects during an earthquake on one of the aforementioned Bay Area faults. An earthquake on the San Andreas Fault could result in very strong ground shaking intensities.[7] Such seismic shaking can also trigger ground failures caused by liquefaction, potentially resulting in foundation damage, disruption of utility service and roadway damage.[8] The campuses are underlain by alluvial materials that can cause moderate to very high shaking amplification, but is not within an area designated by Santa Clara County or the California Geological Survey as a liquefaction Seismic Hazard Zone (Santa Clara County, 2002 and CGS, 2014). According to mapping prepared by the United States Geologic Survey, the Blach campus site has a moderate susceptibility for liquefaction, while the Egan and Covington campuses are located in a low liquefaction probability zone (ABAG, 2014a). However, the presence of liquefiable soils can really only be determined definitively through a site specific geotechnical analysis.

The proposed project would not include construction of any permanent structures, but would nonetheless be required to adhere to applicable regulations and standards to address potential seismic impacts associated with the minor development of the project site, including ground shaking and liquefaction. Modular classrooms must conform to the seismic requirements of the 2013 California Building Code (Title 24) and are subject to review by the Division of State Architect (DSA). With adherence to these existing regulatory requirements, the potential impact from groundshaking and liquefaction would be less than significant.

7 Shaking intensity is a measure of ground shaking effects at a particular location, and can vary depending on the overall magnitude of the earthquake, distance to the fault, focus of earthquake energy, and type of underlying geologic material. The Modified Mercalli (MM) intensity scale is commonly used to measure earthquake effects due to ground shaking. The MM values for intensity range from I (earthquake not felt) to XII (damage nearly total) (ABAG, 2014b).

8 Liquefaction is the process by which saturated, loose, fine-grained, granular, soil, like sand, behaves like a dense fluid when subjected to prolonged shaking during an earthquake.

a.iv) **No Impact.** The Egan, Blach and Covington campuses are relatively level, and are not located on or adjacent to a hillside. Improvements resulting from the proposed project would therefore not be affected by potential impacts associated with landslides.

b) **Less than Significant Impact.** Addition of the proposed portables at the three campus sites would involve minor earthwork activities such as grading and trenching for the minor extension of existing utilities. These activities could potentially expose soils to the effects of erosion. The total proposed area of disturbance is relatively small at less than one acre and would not be subject to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit. However, erosion control measures during construction are also required to conform with existing Santa Clara County Urban Runoff Pollution Prevention Program requirements (SCVURPPP) (SCVURPPP, 2003). Therefore, the contractor would be required to develop and implement best management practices (BMPs) to minimize potential erosion and subsequent sedimentation of stormwater runoff in accordance with SCVURPPP requirements. Incorporation of these BMPs during construction would reduce the potential impact of erosion and loss of topsoil to less than significant.

c) **Less than Significant Impact.** Santa Clara County has historically experienced subsidence resulting from excessive withdrawal of groundwater. However, the stabilization of groundwater pumping rates and a groundwater re-injection program administered by the Santa Clara Valley Water District has halted subsidence in the surrounding area. Operation of the proposed project would not involve the withdrawal of groundwater and there is no physical or historical evidence of subsidence at the subject school campuses. Given the limited loading of the proposed project improvements at all three campus sites, potential impacts associated with unstable units would be less than significant. Potential impacts related to liquefaction are discussed under a.ii, above.

d) **Less than Significant Impact.** The presence of expansive soils can only be determined definitively through laboratory analysis of soil samples obtained from the site. The DSA provides regulatory oversight of school construction projects and would review project details to ensure that the project complies with Title 24 (California Building Code) which includes measures to minimize the potential for expansive soils, if applicable. The placement of portables on areas covered by impervious surfaces are unlikely to be susceptible to damage as a result of expansive soils. Regardless, with adherence to existing regulatory requirements the potential impact from expansive soils would be less than significant.

e) **No Impact.** The proposed improvements at the campus sites would be connected to the City of Los Altos sewer system which does not require septic or other alternative wastewater disposal; therefore the project would have no impact related to the support of septic systems.

References

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Greenhouse Gas Emissions

Issues (and Supporting Information Sources):		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
7.	**GREENHOUSE GAS EMISSIONS — Would the project:**				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA, 2008). GHG emissions associated with project construction and operations were modeled with CalEEMod (version 2013.2.2) and are described below.

The project would consist of installation of additional portable classrooms and other facilities at the three campuses and increased BCS enrollment. Greenhouse gases (GHGs) associated with these activities would be generated by construction equipment, haul trucks, and worker vehicles. As shown in **Appendix E**, maximum annual GHGs of 32.06 metric tons of CO_2 equivalents (CO_2e) would be emitted during the year 2015 and a similar amount may be expected in 2016.

Commensurate with the overall goal of Assembly Bill 32 (AB32), a per project threshold may be used for construction-related GHG emissions for which, when aggregated, the total annual construction emissions would not exceed the total 1990 inventory levels in 2020. The total 1990 inventory for construction-related CO_2 emissions in the Bay Area is 1.5 million metric tons (MMT), whereas the total projected 2020 construction-related emissions inventory is 2.9 MMT CO_2e (BAAQMD, 2009). It is also estimated that approximately 4,000 development projects would be constructed in the SFBAAB between 2010 and 2020, or an average of 400 projects per year (BAAQMD, 2009). The GHG threshold of significance for construction activities can be established by spreading the goal of 1.5 MMT over the 400 projects (1,500,000/400) equivalent to 3,750 metric tons of CO2e/year. The proposed project GHG emissions during construction using CalEEMod are conservatively estimated at approximately 32.06 metric tons of CO_2e/year. Consequently, GHG emissions would be substantially less than the significance threshold of 3,750 metric tons of CO_2e/year derived from the goals of AB32.

In regards to long-term operations, in accordance with the BAAQMD CEQA Air Quality Guidelines (BAAQMD, 2011), this project would have a significant impact if the project emits GHGs greater than 1,100 metric tons per year CO_2e from sources other than permitted stationary sources. On-road vehicles, landscaping maintenance activities,

electrical demand and water/wastewater conveyance would be the primary sources of GHGs associated with project operations. Operation of the project would generate a total of approximately 598 one-way vehicle trips at all three campuses on a weekday. Overall project emissions were estimated using the CalEEMod software. As shown in Appendix E, operational GHG emissions generated by the project would be 466 metric tons of CO_2 per year. Thus, the project would not exceed the BAAQMD GHG threshold and would be less than significant.

b) **Less than Significant Impact.** Because both the construction-related and operational GHG thresholds considered in the BAAQMD Justification Report[9] and applied herein were developed to demonstrate compliance with the goals of the state Climate Change Scoping Plan developed pursuant to AB32 (BAAQMD, 2009), the proposed project would not conflict with the applicable state plan adopted for the purpose of reducing GHG emissions, and would be less than significant.

The District's on-going commitment to sustainable building practices should also be recognized, as they aid in reducing the District's contribution to carbon concentrations. The Blach Intermediate School is a Collaborative for High Performing Schools (CHPS)-certified school, and accordingly, as part of its modernization program demonstrated features and practices for improving energy and water efficiency, maximizing indoor environmental quality, and providing sustainable operations (CHPS, 2013).[10]

References

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9 The air quality impact analysis in this EIR uses the previously-adopted thresholds and methodologies from the 2011 BAAQMD CEQA Air Quality Guidelines to determine the potential impacts of the Project. While the significance thresholds adopted by BAAQMD in 2011 are not currently recommended by the BAAQMD because of a pending legal decision with regard to effects of the environment on a project, these thresholds are based on substantial evidence identified in BAAQMD's 2009 Justification Report and are therefore used within this document.

10 The Department of the State Architect (DOA), which oversees school construction in California, has adopted sustainable design guidelines by implementing the Collaborative for High Performing Schools (CHPS) *Best Practices Manual* that addresses sustainable practices and policies for new buildings and major modernizations.

Hazards and Hazardous Materials

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
8.	**HAZARDS AND HAZARDOUS MATERIALS — Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Discussion

a, d) **Less than Significant Impact.** The proposed portables installation at the Egan, Blach and Covington campuses would require very minor grading activities and no disturbance to existing structures. None of the campuses are included on either the Department of Toxic Substances Control (DTSC) Envirostor database or the State Water Resources Control Board Geotracker databases as a site with a known release of hazardous materials (DTSC, 2014 and SWRCB, 2015). In addition, there were no sites located within a quarter mile of any of the campuses that might indicate a potential for migration of contaminants to the project sites. Therefore, considering the proposed minor ground disturbing activities, the lack of known releases at the project sites or nearby, the potential for encountering contamination in subsurface materials is less than significant.

In addition to mandatory adherence to City building requirements, compliance with the requirements of California Code of Regulations CCR Title 5, Section 14010, Standards

for School Site Construction, and California Department of Education School Facilities Planning Division as required by California State Law, further ensures that hazardous materials impacts on school sites such as the project, would be less than significant. CCR Title 5 Section 14010 includes measures to ensure that future school children are not exposed to adverse effects through exposure to hazardous materials or wastes. California Education Code 17213 also contains protection measures to ensure that new school facilities are not located on sites of former hazardous waste disposal site as typically demonstrated through completion of a Phase I Environmental Site Assessment and/or Preliminary Endangerment Assessment (PEA). These assessments are conducted to determine whether there has been or may have been a release or threatened release of a hazardous material including whether a naturally occurring hazardous materials is present. Any identified or recognized environmental conditions would be followed by collection and analysis of soil and/or groundwater samples to determine the presence of any potential residual contamination. However, as noted above, project construction would require very minor grading activities that would likely not disturb any substantial volumes of surface soils.

Once constructed, the operation of the additional portables could require an incremental increase in the amount of hazardous materials use, storage, and disposal associated with operation and maintenance needs. However, additional cleaning products, paints, lubricants, and other supplies would likely be used in relatively small quantities and handled, stored, and disposed of in accordance with current practices which adhere to local, state, and federal requirements.

Therefore, the potential impacts related to the routine transport, use, or disposal of hazardous materials and hazardous materials sites pursuant to Government Code Section 65962.5 is less than significant.

b) **Less than Significant Impact.** The portables installation activities at the Egan, Blach, and Covington campuses could involve minor quantities of paints, solvents, oil and grease, and petroleum hydrocarbons as discussed in the subsequent *Hydrology and Water Quality* section. Compliance with hazardous materials BMPs, as identified in a Stormwater Pollution Prevention Plan (SWPPP)[11] in accordance with Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) would reduce potential impacts from spills or leaks associated with construction hazardous materials to a less-than-significant level (see additional discussion under *Hydrology and Water Quality*, below). Following these installation activities, no substantial hazardous materials storage, use, or disposal would be associated with these portables. Therefore potential impacts from upset or accidental releases during or after project construction would be considered less than significant.

[11] Note that a NPDES General Construction Permit is not required for the project because it will disturb less than one acre but that certain BMPs would be required as part of the City's requirements and collected in a SWPPP.

c) **Less than Significant Impact.** The project sites are schools and would not emit any hazardous emissions or handle acutely hazardous materials, substances, or waste in substantive quantities that would likely adversely affect future students, faculty, or visitors. Therefore this is a less-than-significant impact related to this criterion.

e, f) **No Impact.** The project sites are not located within two miles of any public airport or private airstrip. The closest airfield is the Moffett Federal Airfield, which is operated by the NASA Ames Research Center, located approximately 3.7 miles from the Blach campus site, 3.5 miles from the Egan campus site, and roughly 4 miles from the Covington campus site. The project site is not located within any airport land use plan and would not result in a safety hazard for future students or faculty.

g) **No Impact.** The project would result in minor alterations of the existing developed Egan, Blach, and Covington campuses to accommodate the projected increase in students. The limited project construction would be done in the summer when school is not in session and construction and operation of the proposed project would not involve the temporary or permanent closure of roads, and would not interfere with emergency response or evacuation plans. There would be no impact.

h) **Less than Significant Impact.** The campuses are located in an urban setting and are not located in a designated wildland area that would contain substantial forest fire risks or hazards. The risk of increased fire hazards from implementation of the proposed improvements at the project sites are considered less than significant.

References

State Water Resources Control Board (SWRCB), *Geotracker Database*, http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1120+Covington%2C+Los+Altos%2C+CA, accessed January 28, 2015.

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Hydrology and Water Quality

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
9.	**HYDROLOGY AND WATER QUALITY — Would the project:**				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.**

Construction. The total proposed area of disturbance at each campus would be less than one acre (43,560 square feet). Thus, the project is not required to apply for coverage under the State General Construction Permit to comply with federal National Pollutant Discharge Elimination System (NPDES) regulations due to the relatively small area of disturbance.

Nevertheless, in accordance with SCVURPPP requirements, construction activities would still be required to adhere to appropriate construction Best Management Practices (BMPs) contained in a Stormwater Pollution Prevention Plan (SWPPP) in order to minimize potential sedimentation or contamination of stormwater runoff generated from the project site. Hazardous materials associated with portables installation activities would likely involve minor quantities of paint, solvents, oil and grease, and petroleum hydrocarbons. The BMPs would be implemented before, during, and after construction as part of the project and could include silt fences, gravel or sand bag berms, storm drain inlet protection, soil stockpile protection, preservation of existing vegetation where possible, use of straw mulch, dust control, and other measures to minimize sedimentation and contamination of storm water runoff and maximize onsite infiltration. These erosion and sedimentation control measures would therefore reduce potential degradation of water quality associated with future project construction to a less-than-significant level.

Operation. The City of Los Altos is a co-permittee agency listed in the Municipal NPDES Stormwater Permit. Municipal agencies in Santa Clara County, including the City of Los Altos, the County of Santa Clara, and the Santa Clara Valley Water District, joined to form the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) to coordinate compliance with the existing Permit, including the regulations that require stormwater treatment controls at certain new development and redevelopment projects that create or replace more than 10,000 square feet of impervious surfaces. The proposed project would create a total of approximately 27,398 square feet of impervious surfaces at all three campuses, and therefore would be required to implement stormwater treatment measures under the existing Municipal NPDES Stormwater Permit.

Accordingly, operation of the proposed project would be required to comply with SCVURPPP stormwater quality protection requirements as well as stormwater management requirements from the existing Municipal NPDES Stormwater Permit. Therefore, potential water quality impacts associated with the proposed improvements would be considered less than significant.

b) **Less than Significant Impact.** The project would not involve groundwater extraction, nor the alteration of a stream or river. The proposed improvements at the campuses would incrementally increase the amount of impervious surfaces, and thus incrementally reduce the amount of infiltration on the campuses. However, the additional portables would not represent a substantial area of infiltration such that there would likely be no measurable reduction in underlying groundwater supplies. In addition, adherence to SCVURPPP requirements as required would include design to maximize infiltration onsite. Therefore, the proposed project would not lower the groundwater table as a result of groundwater extraction or substantively reduce groundwater recharge and the potential impact is considered less than significant with implementation of existing regulatory requirements.

c, d) **Less than Significant Impact.** The proposed project would not alter any stream or river but would alter the existing drainage patterns slightly through the introduction of new impervious surfaces. The proposed project would create approximately 27,398 square feet of new impervious surfaces for all three campuses; therefore, the project would be subject to the post-construction treatment requirements under SCVURPPP and the existing Municipal NPDES Stormwater Permit. Drainage improvements associated with the project would be required to adhere to applicable SCVURPPP stormwater management requirements which require that features maximize onsite infiltration and provide control of potential pollutants in stormwater to minimize any potential offsite discharge. These existing requirements also include requirements on management of stormwater discharge volumes. Therefore, considering the implementation of any applicable drainage improvement requirements, the potential impact of altered drainage causing sedimentation or offsite or onsite flooding would be less than significant.

e) **Less than Significant Impact.** The proposed project would add additional impervious surfaces compared to existing conditions. As discussed under Comment a), above, implementation of BMPs and compliance with SCVURPPP and NPDES requirements in accordance with existing regulatory requirements, would ensure that management of stormwater produced onsite meets minimum water quantity and quality requirements for stormwater runoff. As a result, potential impacts related to drainage system capacities and additional sources of polluted runoff would be less than significant.

f) **Less than Significant Impact.** Operation of the proposed project would not result in any substantial changes to onsite water quality associated with stormwater runoff. As discussed under Comment a), above, implementation of BMPs and compliance with SCVURPPP and NPDES requirements would result in less than significant potential impacts to water quality.

g, h, i) **Less than Significant Impact.** The project sites are located outside the 100-year flood zone designated by the Federal Emergency Management Agency (FEMA) (FEMA, 2009). In addition, the proposed project does not include the construction of any residential units. According to mapping compiled by the Association of Bay Area Governments (ABAG), the Egan and Covington campuses are not located within a dam inundation area or protected by levees and would not be exposed to flooding from failure of these structures (ABAG, 2014). The Blach campus is located outside the high hazard areas of the Stevens Creek dam but within an area that has been mapped with inundation depths of less than six inches (Cupertino, 2014). While this could potentially result in some damage it would likely be relatively minimal and combined with the fact that catastrophic failure is considered unlikely with adherence to Department of Safety of Dams routine maintenance and inspection programs.Therefore, flooding hazards related to the proposed project would be less than significant.

j) **Less than Significant Impact.** The three campuses are located well inland from the San Francisco Bay as to not be susceptible to tsunami or seiche wave hazards. The proposed

project site is relatively flat and not subject to mudflows. Therefore, the potential impact of seiche, tsunamis and mudflows is less than significant.

References

Association of Bay Area Governments (ABAG), Dam Inundation Maps, Los Altos California, http://www.abag.ca.gov/cgi-bin/pickdamx.pl, accessed October 16, 2014.

City of Cupertino, *Stevens Creek Dam Plan*, also found at file:///C:/Users/ets/Downloads/Dam-Inundation-Map.pdf, accessed October 17, 2014).

Federal Emergency Management Agency (FEMA), Digital Flood Insurance Rate Map (DFIRM), http://gis.abag.ca.gov/arcgis/rest/directories/arcgisjobs/print/hazfemafloodzonesprint_gpserver/jfc9b7ba1eb6b42838686aaa4ab32a46e/scratch/FloodZones_6d56f1cf-943c-11e3-a6da-005056a571b5.pdf, 2009.

San Francisco Bay Conservation and Development Commission (BCDC), 55-Inch Sea Level Rise By End Of Century South Bay, available online at http://www.bcdc.ca.gov/planning/climate_change/maps/55/south_bay.pdf, accessed April 12, 2011.

Land Use and Land Use Planning

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
10.	**LAND USE AND LAND USE PLANNING — Would the project:**				
a)	Physically divide an established community?	☐	☐	☒	☐
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.** The Egan, Blach and Covington campus sites are existing school campuses surrounded by residential land uses, with the Covington campus also located adjacent to Rosita Park. The proposed project would accommodate the projected increase in population at BCS by approximately 191 students and up to 15 faculty/staff through the 2018-2019 school year. The proposed project would install five new portable structures at the Egan campus adjacent to the northeast end of the running track, near four existing portables that are currently used by BCS, and one portable between the existing multipurpose building and the gym. The proposed project would install nine new portable classrooms at the Blach campus, at the current site of Stepping Stones Preschool, east of the running track and north of the existing BCS portables. In addition, four new portable classrooms would be installed at the southeast end of the Covington campus, near Rosita Avenue, to accommodate the relocated Stepping Stones Preschool.

The project sites are located within the boundaries of each campus site and the new portables would be similar in architectural character to the existing BCS portables. The new portables on the Covington campus would be located in an area with an existing playground near an existing portable that serves another preschool; therefore, the proposed portables would not introduce a new land use to the site. Construction of the portable classrooms would not affect the character of the surrounding neighborhoods. The proposed project would have a less than significant impact on surrounding land uses and would not divide an established community. The effects of the project would be less than significant.

b) **Less than Significant Impact.** The Egan, Blach and Covington campuses are designated as public schools in the Los Altos General Plan and zoned for public and community facilities/single-family (PCF/R1-10) in the Los Altos Municipal Code. The Egan campus is surrounded by residential uses with parcels zoned for single-family residential (R1-10) bordering the campus on all sides. To the north, adjacent parcels are designated for

single-family, small-lot development at a density of up to 10 dwelling units per acre (du/net) acre. Parcels to the south, east and west are designated for single-family, small-lot developments at a density of 4 du/net acre. All parcels adjacent to the Blach campus are zoned for single-family residential (R1-10) and designated for single-family, small-lot development at 4 du/net acre in the General Plan. Additionally, there is one parcel to the south that is designated for private schools and zoned for public and community facilities (PCF). The Covington campus is bordered by single family development to the north and south, with land zoned Single Family R1-10 on 10,000 square-foot lots to the north and Single-family R1-20 on 20,000 square-foot lots to the south. Land to the east and west is zoned for Public and Community Facilities (PCF), and contains

The proposed project would be consistent with the existing land use and zoning designations, as well as existing neighboring residential uses. The project would not conflict with any policies as established by the City of Los Altos in its General Plan or zoning regulations. Therefore, the proposed project would not conflict with applicable environmental plans or policies and the impacts would be less than significant. The effects of the project would be less than significant.

c) **No Impact.** The campuses are not located within the boundaries of the Santa Clara Valley Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP) study area; therefore, the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan affecting the area. For more information regarding onsite biological resources, see Section 4, *Biological Resources*.

References

City of Los Altos. *City of Los Altos General Plan Land Use Policy Map*, updated June 17, 2010.

City of Los Altos. *City of Los Altos Zoning Map*, updated December 5, 2011.

Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion

a, b) **No Impact.** There are no known mineral resources within the Egan, Blach or Covington campuses and their associated project sites, and there are no operational mineral resource recovery sites at any of the project sites or in their vicinity. Therefore, the project would not result in any impacts to mineral resources since it would not result in the loss of availability of a known mineral resource that would be of value to the region or the state, or result in the loss of a locally-important mineral resource. Therefore, the project would not affect mineral resources.

Noise

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
12.	**NOISE — Would the project:**				
a)	Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b)	Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☒	☐
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

This analysis considers noise impacts from construction at the Egan, Blach and Covington campuses, where the project would result in minor site disturbance associated with the installation of additional classroom portables and the reconfiguration of existing playground and play fields, and thus would result in associated short-term noise increases.

Operational noise impacts are discussed as related to all three campuses, as the project would result in an incremental increase in BCS enrollment, and alter travel patterns for BCS-related vehicles and Stepping Stones-related. The operation of additional portables at all three campuses is discussed as this could have the potential to affect long-term noise levels.

Sound is mechanical energy transmitted by pressure waves through a medium such as air. Noise is defined as unwanted sound. The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. Sound pressure level is measured in decibels ("dB"), with zero dB corresponding roughly to the threshold of human hearing, and 120 to 140 dB corresponding to the threshold of pain. Because sound pressure can vary greatly within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. When assessing potential noise impacts, sound is measured using an electronic filter in a manner

corresponding to the human ear's decreased sensitivity to low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels ("dBA").[12] Frequency A-weighting is typically applied to community noise measurements.

The time-varying characteristic of environmental noise is described using statistical noise descriptors. The most frequently used noise descriptors are:

L_{eq}: The equivalent sound level is used to describe noise over a specified period of time, typically one hour, in terms of a single numerical value. The L_{eq} is the constant sound level, which would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period).

CNEL: Community Noise Equivalent Level (CNEL). The CNEL noise metric provides a 24-hour average of A-weighted noise levels at a particular location, with an evening and a nighttime adjustment, which reflects increased sensitivity to noise during these times of the day.

a) **Less than Significant with Mitigation.** The existing setting, applicable noise regulations, and impacts associated with the construction and operation of the proposed project are provided below.

The City of Los Altos General Plan contains guidelines for determining the compatibility of various land uses with different noise environments (City of Los Altos, 2012). For public and private schools and libraries, the General Plan guidelines indicate that an exterior noise environment of less than 70 dBA CNEL is considered the maximum outdoor noise exposure level.

The City Municipal Code sets noise standards for construction (Chapter 6.16.070 (B) (6)), and operation (Chapter 6.16.050) of equipment and maintenance as follows for R1 Zoning Districts, such as surround the school sites, as summarized below (see **Table 4-3**):

6.16.070 (B)(6). Construction and Demolition

a. (i) *Single-family zoning districts*. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work on weekdays before 7:00 a.m. and after 5:30 p.m. and on Saturdays before 9:00 a.m. or after 3:00 p.m. or any time on Sundays or the city observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day, such that the sound there from creates a noise disturbance across a residential or commercial real property line, except for emergency work of public utilities or by special exception. This section shall apply to operations on residentially zoned property only.

[12] All noise levels reported herein reflect A-weighted decibels unless otherwise stated.

b. Where technically and economically feasible, construction activities shall be conducted in such a manner that the maximum noise levels at affected properties will not exceed those listed in the following schedules:

(i) *Mobile equipment.* Maximum noise levels for the nonscheduled, intermittent, short-term operation (less than ten (10) days) of mobile equipment:

TABLE 4-3
MAXIMUM NOISE LEVELS FOR CONSTRUCTION

Time Restriction	Noise Limit in R1 Zoning District
Daily, except Sundays and legal holidays 7:00 a.m. to 7:00 p.m.	75 dBA
Daily, 7:00 p.m. to 7:00 a.m. and all day Sundays and legal holidays	50 dBA

(ii) *Stationary equipment.* Maximum noise levels for the respectively scheduled and relatively long-term operation (periods of ten (10) days or more) of stationary equipment: (same limits as above for mobile equipment)

6.16.050. Exterior noise limits. (Not for construction activities):

2. No person shall operate, or cause to be operated, any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed:

a. The noise standard for that land use as specified in Table 4-4 for a cumulative period of more than thirty (30) minutes in any hour; or

b. The noise standard plus five dB for a cumulative period of more than fifteen (15) minutes in any hour; or

c. The noise standard plus ten (10) dB for a cumulative period of more than five minutes in any hour; or

d. The noise standard plus fifteen (15) dB for a cumulative period of more than one minute in any hour; or

e. The noise standard plus twenty (20) dB or the maximum measured ambient for any period of time.

TABLE 4-4
MAXIMUM PERMISSIBLE SOUND LEVELS FOR R1 ZONING DISTRICTS
(not to be exceeded more than 30 minutes in any hour)

Time Period	Noise Limit in R1 Zoning District
10:00 p.m. to 7:00 a.m.	45 dBA
7:00 a.m. to 10:00 p.m.	55 dBA

Existing Noise Environment

Noise monitoring conducted by ESA in February 2013 at the front of the Egan campus (school north boundary on West Portola Avenue) indicated that the existing daytime noise level was 59 dBA (see **Appendix F**). This measurement was consistent with other noise measurements taken in the project vicinity in prior years. At this front of campus location, children were not observed in the immediate vicinity, although monitoring occurred during the lunch hour. The dominant noise source along the school north boundary is from traffic along West Portola Avenue.

An additional noise level measurement was collected by ESA in March 2013 at the north terminus of Belden Drive, located approximately 100 feet from on the south edge of the Egan campus.[13] This measurement was conducted to assess the degree of existing daytime noise generated by existing school activities, including at the campus recreational fields and blacktop areas. Noise data were collected during both classroom hours, and during the lunchtime activities of both the Egan Junior High School and BCS - between 11:45 a.m. and 1:45 p.m. on Wednesdays). Noise sources observed during the noise monitoring included children's voices at the Egan Junior High School and BCS blacktop areas, children playing basketball on the basketball courts and soccer fields, bells from both schools, and public address announcements at Egan Junior High School. During a one-hour period which was inclusive of the entirety of the lunch period for both schools, the monitored noise level was 49 A-weighted decibels averaged as the noise level exceeded 50 percent of the time (dBA, L_{50}).

Noise monitoring conducted by ESA in February 2013 at the front of the Blach campus (school north boundary on Covington Road) indicated that the existing daytime noise level was 60 dBA, Leq (see Appendix F). This measurement was consistent with other noise measurements taken in the project vicinity in prior years. The dominant noise source along the school north boundary is from traffic along Covington Road.

Noise monitoring conducted by ESA in January 2015 near the Covington campus indicated daytime noise levels of 49 dBA at the terminus of Shelby Lane behind the campus and 59 dBA along Covington Road at the eastern fence line.

Construction

To accommodate the anticipated increase in BCS students and faculty, the project includes the installation of up to six new portables at the Egan campus, nine new portables at Blach campus, and four new portables at the Covington campus as well as the reconfiguration of playground equipment and playfields that would result in new short-term construction noise. The Egan, Blach and Covington campus sites are existing school campuses that are largely surrounded by residential land uses, or offsite sensitive receptors. The residences would be exposed to noise from the short-term installation of the portables.

[13] See Figure 3-3 in Chapter 3, Project Description of this EIR, for location of Belden Drive. Belden Drive extends west from Grant Road for approximately 500 feet, and hence north for approximately 200 feet, terminating approximately 100 feet south of Egan campus boundary.

Table 4-5 shows typical noise levels produced by various types of construction equipment that could be involved with installation of the portables. Dozer operations noise levels are 82 dBA at 50 feet and would be the loudest levels during construction. The nearest sensitive receptors to the proposed new location of Stepping Stone Preschool on the Covington campus would potentially experience noise levels of up to 82 dBA when construction activities are nearest the property line to residences during site preparation work, the loudest of construction activities that would occur. Construction noise at these levels would be noticeable at single-family residences in the project area and may occasionallyexceed standards of the City of Los Altos noise ordinance which establishes a maximum noise level of 75 dBA for daytime activity of construction equipment.

TABLE 4-5
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

Construction Equipment	Noise Level (dB, Leq at 50 feet)
Dump Truck	76
Portable Air Compressor	78
Concrete Mixer (Truck)	79
Dozer	82
Backhoe	78

SOURCE: FHWS, 2006.

With implementation of **Mitigation Measure NOI- 1**, the portable installation contractor(s) shall implement best management construction practices during site preparation and installation of the proposed portables to reduce construction noise, and using all equipment, fixed or mobile, with properly operating and maintained exhaust and intake mufflers, consistent with manufacturers' standards and install temporary barriers to shield noise from adjacent residences at the Covington campus development area. Therefore, with mitigation the proposed project would not result in exposure of persons to, or generation of, construction noise levels in excess of standards established in the local noise ordinance.

Mitigation Measure NOI-1: The District shall ensure that the portable installation contractor(s) implement the following best management construction practices during site preparation and installation of the proposed portables:

- Site preparation and portable installation times shall be consistent with the heavy construction noise exemption in section 6.16.070(B)(6)(a)(i) of the City Code. All noise generating activities shall be limited to the hours of 7:00 a.m. to 5:30 p.m., weekdays; and Saturday, 9:00 a.m. to 3:00 p.m.

- During site preparation and installation, the contractor(s) shall use all equipment, fixed or mobile, with properly operating and maintained exhaust and intake mufflers, consistent with manufacturers' standards.

- A temporary noise barrier shall be installed at the Covington campus to shield adjacent receptors to the east and south from construction-related noise. The barrier should be at least eight feet in height and may be a commercially available temporary sound wall system or alternatively, of plywood construction, provided there are no gaps.

Operations

Operationally, the proposed project would generate additional vehicle trips to the Egan, Blach and Covington campuses, which could result in increased noise levels along roadways accessing the campus. Section 6.16.080 of the City's noise ordinance addresses motor vehicle noise, but establishes no standards, as vehicle noise is addressed at the State level through implementation of the Vehicle Code. Therefore, potential noise increases from project vehicle trips are addressed relative to noise impact question c), below.

Air conditioning and heating equipment would likely be included with the new portables at the campuses and would need to comply with Section 6.16.070(B)(12) of the City's noise ordinance which establishes a residential property line noise limit of 50 dBA. However, a statewide study has shown that air conditioning units for portable classrooms have been demonstrated to generate noise levels in excess of recommended interior standards for the students in the classroom and that 60 percent of teachers have reported shutting off air conditioning units due to interior noise in the classroom (CARB; DHS, 2004). To date, only voluntary standards and guidelines for classroom noise have been developed. This statewide study recommends an interior standard of 45 dBA within the classroom be implemented. **Mitigation Measure NOI-2** is identified to attain the recommended interior standard for students within the classrooms.

Mitigation Measure NOI-2: The District shall ensure that the combination of identified heating, air conditioning and ventilation (HVAC) equipment and exterior building insulation of the proposed portable classrooms is sufficient to maintain an interior performance standard noise level of 45 dBA. This performance standard may be achieved by a variety of means:

- Installation of HVAC equipment with a noise specification rating of 70 dBA or less at 7 feet.

- Ensure portable classrooms have exterior walls with a sound transmission class of 50 or better for airborne noise.

b) **Less than Significant Impact.** Construction equipment may generate vibration as heavy equipment is used in the vicinity of the adjacent sensitive receptors. Groundborne vibration levels could be distinctly perceptible when equipment is operated within approximately 25 feet of sensitive land uses. Construction activities would occur during summer months when children would not be present in adjacent classrooms. The nearest sensitive receptor to the construction area is approximately 30 feet to the south and east of the proposed Stepping Stones Preschool site on the Covington campus. As shown in **Table 4-6**, use of heavy equipment for project construction generates vibration levels up

to 0.089 in/sec PPV at a distance of 25 feet. which would be below the distinctly perceptible threshold of 0.24 in/sec (Caltrans, 2013). Consequently, the proposed project would have a less than significant impact with respect to exposure of persons to excessive vibration levels.

TABLE 4-6
VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

Equipment/Activity	PPV at 25 ft (in/sec)[a]
Large Bulldozer	0.089
Small Bulldozer	0.003

[a] Nearest receptor is 300 feet away.

SOURCE: ESA, 2013; Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

c) **Less than Significant.** Permanent increases in noise from the proposed project would primarily be the result of increased traffic on local roadways surrounding the campuses and operational noise from additional HVAC equipment associated with the additional portables at the Blach campus. As discussed in the "Operation" sub-section of criterion a) above, the resulting impact of HVAC equipment would be less than significant with mitigation.

The proposed project would contribute to increased traffic volumes on local roadways in the vicinity of the campuses. Noise level projections were made using traffic data and the Federal Highway Administration (FHWA) Noise Prediction Model for those road segments that would experience the greatest increase in traffic volume and/or that would pass near residential areas. The model is based on the California Vehicle Noise (CALVENO) reference noise factors developed by Caltrans for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume and speed. For the modeling effort, both a.m. and p.m. peak hour traffic volumes during weekdays scenarios were analyzed. Modeled existing noise levels shown in **Table 4-7** for Portola Avenue near the Egan campus, and in **Table 4-8** for Covington Road near the Blach campus correspond to a distance of 15 meters (50 feet) from the centerline of each roadway segment. Vehicle trip increases at the Covington campus would be the result of the relocated Stepping Stones Preschool and would be minimal (approximately 10 percent of those generated at the other two campuses) and would have no meaningful effect on roadside noise levels.

As can be seen from the data in Tables 4-7 and 4-8, roadside noise increases in both the existing plus project and cumulative plus project scenarios would be less than 2 dBA compared to existing condition during both the a.m. and p.m. peak hours at both the Blach and Egan campuses. An increase of 3 dBA is considered to be a barely perceptible increase (Caltrans, 2013) and therefore roadside noise increases from vehicle traffic would be a less than significant noise impact.

TABLE 4-7
TRAFFIC NOISE LEVELS IN THE EGAN CAMPUS VICINITY[a]

Road Segment	Existing (dBA)	Existing + Project (dBA)	Project Increase (dBA)	Cumulative + Project (dBA)	Cumulative Increase (dBA)
Portola Avenue (between San Antonio Road and Egan Campus) AM	62.3	63.3	1.0	63.4	1.1
Portola Avenue (between Los Altos Avenue and Egan Campus) AM	58.6	59.4	0.8	59.4	0.8
Portola Avenue (between San Antonio Road and Egan Campus) School PM	61.2	61.9	0.7	62.2	1.0
Portola Avenue (between Los Altos Avenue and Egan Campus) School PM	57.1	57.9	0.8	58.0	0.9

[a] These listed values represent the modeled existing noise levels from mobile sources along specified roadways and are based on traffic data from the Transportation Section. Road center to receptor distance is assumed to be 15 meters (approximately 50 feet). Vehicle mix on these road segments is assumed to be 97 percent auto, two percent medium trucks, and one percent heavy trucks. The speed for the roadway is assumed to be 25 miles per hour.

Bolded values = Significant Impact

SOURCE: ESA, 2015

TABLE 4-8
TRAFFIC NOISE LEVELS IN THE BLACH CAMPUS VICINITY[a]

Road Segment	Existing (dBA)	Existing + Project (dBA)	Project Increase (dBA)	Cumulative + Project (dBA)	Cumulative Increase (dBA)
Covington Road (between Miramonte Avenue and Blach Campus) AM	61.3	62.2	0.9	62.4	1.1
Covington Road (between Grant Road and Blach Campus) AM	61.3	61.8	0.5	62.4	1.1
Covington Road (between Miramonte Avenue and Blach Campus) School PM	60.2	61.0	0.8	61.1	0.9
Covington Road (between Grant Road and Blach Campus) School PM	60.2	61.1	0.9	61.1	0.9

[a] These listed values represent the modeled existing noise levels from mobile sources along specified roadways and are based on traffic data from the Transportation Section. Road center to receptor distance is assumed to be 15 meters (approximately 50 feet). Vehicle mix on these road segments is assumed to be 975 percent auto, two percent medium trucks, and one percent heavy trucks. The speed for the roadway is assumed to be 25 miles per hour.

SOURCE: ESA, 2015

d) **Less than Significant with Mitigation.** Temporary noise impacts from the project would be primarily during the construction phase of the project. As discussed in the "Construction" sub-section of criterion a) above, the resulting impact of construction would be less than significant with the implementation of **Mitigation Measure NOI-1**.

Depending on project scenario, an increase in BCS students would occur at Egan, Blach and Covington campuses over existing conditions. These increases could result in greater numbers of children in outdoor areas and may result in a marginal increase in ambient noise levels above those currently existing at adjacent residences during lunch, recess, and passing periods. At the Egan campus, ESA conducted noise monitoring at the terminus of Belden Drive and noise contributions of children at play were observed during the monitoring period to be secondary to those of bells and public address announcements which would remain the same under the proposed project. Based on the similar noise environment and land uses in the Blach and Covington campus vicinities, and proximity of school uses to sensitive receptors, similar conclusions can be reached regarding project effects at the Blach campus. Consequently, the increase of BCS students at play would not be expected to result in a substantial periodic increase in noise levels at either campus.

e) **Less than Significant Impact.** The project campuses are located over three miles southwest of Moffett Federal Airfield, also known as Moffett Field, a joint civil-military airport. Noise from aircrafts taking off and landing at Moffett Field would be a potential source of noise affecting people using the facilities of the proposed project. The Santa Clara County Airport Land Use Commission has prepared a Comprehensive Land Use Plan (CLUP) area, which encourages compatibility of land uses with existing airports in the region, including Moffett Field (County of Santa Clara Planning Office, Airport Land Use Commission, 2008 [Palo Alto Airport] and 2012 [Moffett Field]. The CLUP indicates that none of the campuses are not located within the Airport Influence Area of either the Palo Alto Municipal Airport of Moffett Fields. The CLUP also indicates that campus sites are located outside the 65 dBA contour for both airfields and hence would be normally acceptable with respect to noise. This impact would be less then significant.

f) **No Impact.** The project sites are not located within two miles of a private airstrip, therefore there is no impact.

References

Caltrans, Technical Noise Supplement, 2013.

Federal Highway Administration (FHWA), 2006. *Roadway Construction Noise Model User Guide*, 2006.

Federal Transit Administration, 2006. Transit Noise and Vibration Impact Assessment, May 2006.

Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

a-c) **Less than Significant Impact.** The proposed project would not result in any new residential land uses on the site. The project would not extend any new infrastructure to undeveloped areas located off of the project site that could indirectly induce population growth. The proposed project would increase the number of students that could attend BCS in the future and additional BCS staff and faculty could be hired to serve the increase in students.

There are no residential units currently located at any of the campuses, and no people currently residing on the campus sites. Although the proposed project would provide additional capacity to serve students and increase faculty, the project would not induce substantial population growth, and impacts would be less than significant. The proposed project would not result in a substantial displacement of existing housing or people, and would therefore not necessitate the construction of replacement housing elsewhere. The effects of the proposed project would be less than significant.

Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Discussion

a.i) **Less than Significant Impact.** The City of Los Altos contracts with the Santa Clara County Fire Department (SCCFD) for fire and emergency response services. SCCFD serves approximately 243,073 residents in a 149 square mile service area. SCCFD has 279 employees and on any given day is staffed with 68 employees who operate out of 17 stations with 20 pieces of apparatus and 4 command vehicles. SCCFD has 25 trained volunteer firefighters (SCCFD, 2012).

SCCFD has two stations located in Los Altos; Almond Fire Station (No.15) located at 10 Almond Avenue, and the Loyola Fire Station (No. 16) located at 765 Fremont Avenue. The Loyola Station is 1.2 miles away from Blach School and the closest station to the campus site. The Almond Station is closest to Egan School, at approximately one mile from the campus site. The Covington campus is 1.4 from either station, with the Loyola station located to the southeast and Almond station located to the northwest. The Almond Station has three front line fire apparatuses (*i.e.*, engines, major equipment) and Loyola Station has two apparatuses which respond to fire emergencies. All SCCFD firefighters are certified Emergency Medical Technicians/Defibrillator (EMT-1D) and each responding engine company has at least one state licensed and locally accredited paramedic. Santa Clara County Emergency Medical Services (EMS) contracts with Rural/Metro Ambulance for patient transport services.

In 2012 SCCFD responded to 19,458 calls for service of which 72 percent were for emergency medical service. SCCFD achieved a response time under 7 minutes for 89.9 percent of calls in that year, which fell just short of their goal for first units to arrive in less than 7 minutes 90 percent of the time (SCCFD, 2012).

The proposed project would involve the installation of new classroom facilities on each campus and an incremental increase in the population of students and staff/faculty at all three campuses. The proposed project would not lead to a substantial increase in calls for emergency medical services and fire suppression so as to require the construction of new facilities or alter response times. In addition, the DSA would review and approve project construction and design plans for access compliance and fire and life safety.

The proposed project would not create a need for new or altered facilities to maintain adequate service ratios, response times and other objective standards, and would not, therefore, result in significant environmental impacts to fire protection and emergency medical response provisions. The proposed project would have a less than significant impact.

a.ii) **Less than Significant Impact.** The Los Altos Police Department (Department) is responsible for public safety and protection in the City of Los Altos. The Department is headquartered at 1 North San Antonio Road, approximately two miles from the Egan campus, 3.5 miles from the Blach campus, and one mile from the Covington campus. The Department includes patrol services with four patrol squads that cover the city. The Department also has a traffic unit, investigations unit, code enforcement unit, crime prevention unit, school resource officer, canine unit, SWAT team, and reserve units. The Department has 30 sworn personnel, 5 reserve officers, and 17 non-sworn civilian staff. The Department's target response time for responding to a crime scene for the highest priority calls is 5 minutes and in 2013 the actual response time was 4 minutes and 21 seconds (Green, 2014). In 2013 the Department responded to 435 calls for service, representing a 23 percent increase over the previous year (City of Los Altos, 2014).

The proposed project would not result in a substantial increase in calls for police services. The project would not create a need for new or altered facilities to maintain adequate service ratios, response times and other objective standards, and would not, therefore, result in significant environmental impacts police services. The proposed project would have a less than significant impact.

a.iii) **Less than Significant Impact.** The proposed project involves the installation of additional classroom facilities at the Egan, Blach and Covington campus sites, and an incremental increase in BCS enrollment at Egan and Blach campuses and relocation of Stepping Stones Preschool to the Covington campus. The proposed project would not adversely impact the District's ability to serve students attending any of the campuses. As stated in *Population and Housing*, no residential units would be constructed as part of the proposed project. The project would not increase the number of residents in the area, nor could it indirectly allow for future residential development. Therefore, the project would not directly increase the student population in the City of Los Altos, and it would have a less than significant impact on schools. The effects of the project would be less than significant.

a.iv, v) **Less than Significant Impact.** The discussion of project effects on parks is addressed in *Recreation*. The proposed project does not contain any features which would generate a special demand for other types of public facilities. There is no impact to other public facilities from the proposed project. The effects of the project would be less than significant.

References

City of Los Altos, Los Altos Police, website http://www.losaltosca.gov/police, accessed January 29, 2014.

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Santa Clara County Fire Department, Santa Clara County Fire Department website, http://www.sccfd.org/, accessed January 29, 2014.

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Recreation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** The City of Los Altos is served by the City Recreation Department, Midpeninsula Regional Open Space District, and the Santa Clara County Parks Department. The Los Altos Recreation Department manages all local parks, as well as various indoor facilities and school facilities. The City has ten community parks totaling 42 acres and includes: a community center, the six acre Redwood Grove Nature Preserve, playing fields, and a swimming pool. Several schools have use agreements with the city that allow for joint use of gymnasiums and athletic fields. The City-owned Rosita Park is located adjacent to the Covington campus and project site, and includes two baseball fields, a tennis court, restrooms, a playground, and parking lot.

Together Santa Clara County Parks (County Parks) and the Midpeninsula Regional Open Space District (MROSD) own and manage the regional parks system in the area. Rancho San Antonio County Park is a 290 acre park located 4.1 miles from Los Altos. The park is owned by County Parks, but leased and managed by MROSD, who owns and manages the adjacent Rancho San Antonio Open Space Preserve with totals over 2,300 acres. County Parks also owns Sunnyvale Baylands Park, located 6.8 miles from Los Altos, which is managed by the City of Sunnyvale. Baylands Park includes over 70 acres of developed parkland and an additional 105 acres of protected seasonal wetlands. Adjacent to Baylands Park is the Twin Creeks Sports complex. Other nearby recreational facilities include Foothills Park, owned by the City of Palo Alto, the Byrne Preserve, and Juan Pedro Mesa Preserve.

The proposed project would accommodate BCS' projected increase in the population of BCS students and faculty/staff using the campuses. The relocation of Stepping Stones preschool would not increase the number of students enrolled or the staff working at the preschool. The students at each campus would primarily use recreational facilities on campus. The project involves plans to alter existing recreational facilities at all three campuses; however, this would not significantly increase demand for off-campus parks or recreation facilities. The proposed project would not contribute to the physical deterioration of existing recreational facilities and the project would have a less than significant impact.

b) **Less than Significant Impact.** The project involves plans to alter existing recreational facilities at the Egan, Blach and Covington campuses. At the Egan campus the existing baseball field would be reconfigured so that the backstop and infield would be located along the southern boundary of the project site. At the Blach campus, an existing playground would be removed and 9,500 square feet of blacktop play area would be installed for BCS. The existing play area in the southeast corner of the Covington project site, currently owned by the District and used primarily by the Los Altos Parent Preschool, would be removed (relocated and expanded) to make room for the portables and new play areas would be built for use by both the Los Altos Parent Preschool and the relocated Stepping Stones Preschool. All short-term and long-term environmental effects associated proposed alteration of existing recreational facilities at the campuses are addressed in the respective sections in this Initial Study and accompanying EIR, and mitigated to a less than significant level. In addition, any incremental reduction in existing recreational facilities at the campuses would not result in a substantial increase in demand for off-campus parks or recreational facilities, including Rosita Park, which would result in physical deterioration of those facilities. Consequently, project impacts on recreation would be less than significant.

References

City of Los Altos, Los Altos Recreation Department website, http://www.losaltosca.gov/recreation, accessed January 30, 2014.

Los Altos School District, March 2005. Blach and Egan Schools Relocatable Use IS/MND.

Midpeninsula Regional Open Space District, Midpeninsula Regional Open Space District website, http://www.openspace.org/, accessed January 30, 2014.

Santa Clara County, Santa Clara County Parks website, http://www.sccgov.org/sites/parks/parkfinder/Pages/parkfinder.aspx, accessed January 30, 2014.

Transportation and Traffic

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
16.	**TRANSPORTATION AND TRAFFIC — Would the project:**				
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Discussion

a,b) **Potentially Significant Impact.** The proposed project would result in an increase in traffic that could affect the surrounding regional and local circulation system as well as levels of service. These potential impacts will be analyzed in detail in the EIR.

c) **No Impact.** The campuses are about four miles from Moffett Federal Field, and about ten miles from the Mineta San Jose International Airport. The proposed project would not intrude into an airport's air space, nor would construction or operational activities affect air traffic patterns; therefore, no impact would occur.

d) **Potentially Significant Impact.** The project would neither alter the roadway network, or the access driveways, that serve the campuses, nor introduce traffic that is incompatible with existing traffic. The project would be expected to generate a number of pedestrian and bicycle trips. This impact will be analyzed further in the EIR.

e) **Less than Significant Impact.** The street network serving the project campuses currently accommodates the movements of emergency vehicles that travel in the area. In the event of an emergency, vehicles can access the campuses similar to existing conditions. The

proposed project's impact to emergency vehicle access, therefore, would be less than significant. This less-than-significant impact will be discussed further in the EIR.

f) **Less than Significant Impact.** The project would not directly or indirectly eliminate alternative transportation corridors or facilities (e.g., bicycle lanes, bus routes/stops, pedestrian pathways, etc.). In addition, the proposed project would not include changes in policies or programs that support modes of alternative transportation. Therefore, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. As a result, the project would result in a less-than-significant impact to alternative modes of transportation and would not result in an adverse effect to the performance or safety of such facilities. This less-than-significant impact will be discussed further in the EIR.

Utilities and Service Systems

Issues (and Supporting Information Sources):		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
17.	**UTILITIES AND SERVICE SYSTEMS — Would the project:**				
a)	Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a, b, e) **Less than Significant Impact.** The City of Los Altos is within the Santa Clara Basin Watershed, which drains rainfall and other water runoff through creeks and rivers to the South San Francisco Bay. Wastewater from the City of Los Altos is sent to the Palo Alto Regional Water Quality Control District Plant (PARWQCP) in the City of Palo Alto for treatment. The Plant is designed to treat an average dry weather flow of 39 million gallons of wastewater per day (mgd) with a peak wet weather flow design capacity of 80 mgd. The service agreement between PARWQCP and the City of Los Altos allows for up to 3.8 mgd of wastewater annually. As of 2009, the average annual flow was 2.55 mgd and the City had 1.25 mgd of remaining capacity (Palo Alto, 2010).

Additional wastewater needs generated by the projected increase in BCS students and associated faculty/staff would represent a relatively insignificant increase in current flows and would not result in a need for additional wastewater treatment or conveyance facilities. Given that the City's current demand is considerably less than capacity, and that the project would not substantially increase demand, the PARWQCP would continue to meet the wastewater treatment requirements of the National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board, and the impact would be less than significant.

c) **Less than Significant Impact.** The City storm-drain system collects stormwater runoff from city streets along gutters and through underground pipes for discharge into waterways that drain to San Francisco Bay. The system is designed for the control of flooding only and does not provide any treatment to the storm water runoff. Stormwater entering drains flows directly into local creeks and the San Francisco Bay (City of Los Altos, 2014).

Also, as described further in the *Hydrology and Water Quality* section above, the proposed project is required to develop a SWPPP to include BMPs in order to minimize potential erosion and sedimentation during construction. Compliance with the BMPs, as already required by the City of Los Altos and Santa Clara Valley Urban Runoff Pollution Prevention Program (see *Hydrology and Water Quality*), would result in less-than-significant impacts to the stormwater drainage system.

b, d) **Less than Significant Impact.** The City of Los Altos receives its water from California Water Service Company (Cal Water). Cal Water relies on groundwater to meet 32 percent of its demand, and the remaining 68 percent is purchased from the Santa Clara Valley Water District (SCVWD). SCVWD imports surface water from the State Water Project (SWP), the federal Central Valley Water Project (CVP), and through the San Francisco Public Utilities Commission's (SFPUC) Regional Water System; however, Cal Water only receives water from the SWP and CVP. The *2010 Urban Water Management Plan* found that under normal water year conditions, Cal Water has adequate water supply to meet demand through 2035. During times of prolonged drought, Cal Water found that a combination of SCVWD purchased water and groundwater supplies will be sufficient to accommodate moderate reductions in treated water; however, it would not be able to supply maximum day or peak hour demands if treated water from SCVWD was completely eliminated during a multiple year drought. As such, SCVWD predicts it will be able to meet all treated water demands through existing groundwater reserves, even in multiple year droughts (Cal Water, 2011).

Additional demand generated by the projected increase in BCS students and associated faculty/staff would not constitute a substantial increase in the City's current water demand. The proposed project would result in a less-than-significant impact to water supply and treatment provisions.

f, g) **Less than Significant Impact.** Mission Trail Waste Systems (Mission Trail) is the contracted service provider for all garbage collection in Los Altos. There are no existing or planned solid waste facilities in Los Altos; rather, solid waste is transferred to the Newby Island Resource Recovery Park located at 1601 Dixon Landing Road in Milpitas. The Newby Island facility is owned and operated by Republic Services. The facility includes recycling and composting facilities, in addition to a landfill where residual solid waste is disposed. The landfill has a maximum permitted capacity of 50.8 million cubic yards and a remaining capacity of 18.3 million cubic yards (Cal Recycle, 2014b). However, the State recently approved an expansion permit that would increase the

maximum capacity of the landfill by 15.1 million cubic yards and extend the landfill's estimated closure date to January 2041 (San Jose Mercury News, 2015).

The County of Santa Clara Department of Environmental Health is certified by the California Integrated Waste Management Board as the Local Enforcement Agency (LEA) for solid waste in Santa Clara County including the Newby Island Resource Recovery Park. The City of San Jose is the LEA for Newby Island Landfill. LEAs have the primary responsibility for ensuring the correct operation and closure of solid waste facilities in the state. They also have responsibility for guaranteeing the proper storage and transportation of solid wastes (CalRecycle, 2014b).

Assembly Bill 939 (AB 939), enacted in 1989, requires each city's and county's Source Reduction and Recycling Element to include an implementation schedule to divert 50 percent of its solid waste from landfill disposal by January 1, 2000, through source reduction, recycling, and composting activities. By 2005, the City had achieved 54 percent diversion and exceeded state targets. In 2010, the City signed a new franchise agreement with Mission Trail Waste Systems, Inc. (MTWS) which stipulated that MTWS help the city achieve the following diversion rates: 62 percent by December 31, 2011; 69 percent by December 31, 2012; and 78 percent by December 31, 2013. As of 2011 the city had achieved 71 percent diversion, surpassing the City's target for that year (Los Altos, 2013).

The proposed project would not substantially increase the amount of waste generated at the Blach, Egan, or Covington campuses. Construction waste could be generated at the time the portables are installed and would be properly disposed of. Whenever feasible, solid waste would be recycled for reuse to help the City to comply with AB 939 and their waste diversion goals. Complying with AB 939 would result in less-than-significant impacts to landfill capacity and compliance with solid waste regulations.

References

Cal Recycle, 2014a. Jurisdiction Disposal by Facility, 2012. Available http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx, accessed February 12, 2014.

Cal Recycle, 2014b. Facility/Site Summary Details: Newby Island Sanitary Landfill (43-AN-0003). Available http://www.calrecycle.ca.gov/SWFacilities/Directory/43-AN-0003/Detail/, accessed February 12, 2014.

California Regional Water Quality Control Board, NPDES Discharge Permit Order No. R2-2009-0032Permit No. CA0037934, effective June 1, 2009. Available online at http://www.cityofpaloalto.org/civicax/filebank/documents/19225, accessed February 12, 2014.

California Water Service Company, 2010 Urban Water Management Plan Los Altos-Suburban District, printed July 8, 2011. Available https://www.calwater.com/docs/uwmp/las/2010_Urban_Water_Management_Plan_(LAS).pdf, accessed February 12, 2014.

City of Los Altos, December 2013. Los Altos Climate Action Plan. Available http://www.losaltosca.gov/sites/default/files/fileattachments/Community%20Development/page/3777/adopted_final_los_altos_cap.pdf, accessed February 12, 2014.

City of Los Altos, Public Works, Stormwater Protection, website http://www.losaltosca.gov/publicworks/page/storm-water-protection, accessed February 12, 2014.

City of Palo Alto, Partner Allocations and Flow Rates, revised June 23, 2010. Available online at http://www.cityofpaloalto.org/civicax/filebank/documents/22153, accessed February 12, 2014.

Santa Clara Valley Urban Runoff Pollution Prevention Program, Construction Industry BMPs, website http://www.scvurppp-w2k.com/construction_bmp.shtml, accessed February 12, 2014.

San Jose Mercury News, 2015. Newby Island Landfill State Agency Approves Permit for Expansion, News Article published February 12, 2015.

Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
18. MANDATORY FINDINGS OF SIGNIFICANCE — Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion

a) **Potentially Significant Impact.** Based upon the project characteristics, background research and site visits, with implementation of mitigation measures identified in this Initial Study, the project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Any potential short-term increases in potential effects to the environment during construction are mitigated to a less-than-significant level, as described throughout the Initial Study, with exception of impact from construction. The EIR will analyze the projects' impacts to transportation.

b) **Potentially Significant Impact.** Cumulative impacts are addressed under each environmental section of this Initial Study and again in the EIR.

c) **Potentially Significant Impact.** Potentially significant adverse effect on humans will be analyzed in the EIR.

APPENDIX B
Notice of Preparation (NOP)

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PROVISION OF FACILITIES FOR BULLIS CHARTER SCHOOL (2015-2016 TO 2018-2019)

The Los Altos School District ("LASD" or "District") is preparing an Environmental Impact Report ("EIR") for the District's Provision of Facilities for Bullis Charter School (for school years 2015-2016 through 2018-2019) ("project") at the Ardis G. Egan Junior High School Campus located at 100 West Portola Avenue ("Egan Campus") and the Georgina P. Blach Intermediate School located at 1120 Covington Road ("Blach Campus") in Los Altos. As a consequence of Bullis Charter School's increased facilities at the Blach Campus, the Stepping Stones Preschool would be relocated from the Blach Campus to the Covington Elementary School Campus ("Covington Campus") at 210 Covington Road in Los Altos. The California Environmental Quality Act ("CEQA") requires that the District conduct environmental review of the project, which has the potential for resulting in physical change in the environment. The District is the "Lead Agency" for the project and is the public agency with the principal responsibility for approving and carrying out the project. The District's preliminary review of the project indicated that an EIR will be the required CEQA document for the proposed project (CEQA Guidelines, Sections 15060(d) and 15063(a)).

The District is issuing this Notice of Preparation ("NOP") to invite comments on the scope and content of the EIR prior to its preparation. When the Draft EIR is published, it will be sent to all parties who respond to this NOP or who otherwise indicate that they would like to receive a copy of the Draft EIR.

RESPONDING TO THIS NOP: Responses to this NOP and any related questions or comments regarding the scope or content of the Draft EIR, must be directed in writing to:

Randy Kenyon
Assistant Superintendent, Business Services
Los Altos School District
201 Covington Road
Los Altos, CA 94024

Phone: (650) 947-1150
email: rkenyon@lasdschools.org

Comments on the NOP must be received at the above mailing or e-mail address within 30 days of receipt of this notice, or **before, January 20, 2015, at 5:00 p.m.** Please reference the project title shown below in all correspondence.

At a minimum, responses to this NOP should focus, specific to this project, on the potentially significant environmental effects that the project may have on the physical environment, ways in which those effects might be minimized, and potential alternatives

to the project that should be addressed in the EIR. This focus aligns with the purpose of the EIR to inform the public about these factors of the project.

PROJECT TITLE: Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019)

PROJECT LOCATION: The Egan Campus (Ardis G. Egan Junior High School Campus at 100 West Portola Avenue), the Blach Campus (Georgina P. Blach Intermediate School at 1120 Covington Road) and the Covington Campus (Covington Elementary School at 201 Covington Road), all in Los Altos, California.

PROJECT SPONSOR / LEAD AGENCY: Los Altos School District

EXISTING CONDITIONS: The District serves elementary and intermediate grade public school students from Los Altos, and portions of Los Altos Hills, Mountain View, Palo Alto and unincorporated Santa Clara County. **Figure 1** presents the LASD attendance boundary map.

Located in the southwestern portion of the San Francisco Bay Area, the LASD project is within Santa Clara County in the City of Los Altos. All three campuses are located in established residential neighborhoods and are bounded by single-family residential development with a range of densities, zoned Single Family District R1-10 or R1-20. In addition, there is land zoned for Public and Community Facilities (PCF) to the east and west of Covington Elementary and just south of the Blach Campus. The City of Los Altos is in proximity to major highways and regional roadways, including Interstate 280 (Junipero Serra Freeway), U.S. Highway 101 (Bayshore Freeway), El Camino Real (State Route 82), and the Foothill Expressway runs roughly through the middle of the City (see **Figure 2**).

The 20-acre Egan Campus contains Egan Junior High School (7th and 8th grade LASD students) which feeds into Los Altos High School; and a portion of the Bullis Charter School, which maintains a kindergarten through 8th grade program. Access to the Egan Campus is from West Portola Avenue, west of its intersection with San Antonio Road (see **Figure 3**).

The 18-acre Blach Campus contains Blach Intermediate School (7th and 8th grade LASD students) which also feeds into Los Altos and Mountain View High Schools; and a portion of the Bullis Charter School. Access to the Blach Campus is from Covington Road, west of its intersection with Grant Road (see **Figure 4**).

The 15-acre Covington Campus contains Covington Elementary School (K through 6th grade LASD students) as well as the LASD's administrative offices, some District special education programs, as well as a preschool and a private childcare provider. Access to the Covington Campus is provided via Covington Road and Rosita Avenue (see **Figure 5**).

PROJECT DESCRIPTION: The proposed project would provide school facilities, including the installation of several new portable structures at the Blach and Egan Campuses, to support and accommodate BCS' projected increase in the number of BCS students and associated faculty/staff. The District would allocate school facilities to BCS for the next four years based upon a projection of BCS enrollment beginning in the 2015-2016 school year and extending through the 2018-2019 school year. The total student enrollment at BCS for the current 2014-2015 school year is 709 students. By the 2018-2019 school year, the District estimates, that BCS enrollment could increase to as many as 900 students, for a net increase of 191 students for the four year period.

To accommodate the projected increase in student enrollment, the project would expand the existing BCS facilities, and associated site improvements, at both the Egan and Blach Campuses. Proposed site improvements at the Egan Campus site include the installation of six new portable buildings totaling 7,200 square feet with up to 10,000 square feet of possible site disturbance, including new paved area. Proposed site improvements at the Blach Campus site include the installation of nine new portable buildings totaling 9,120 square feet on up to 20,000 square feet of possible site disturbance, including new paved area.

Construction of new facilities at the Blach and Egan Campuses would occur in two phases, each lasting between ten and twelve weeks. The first phase would occur during the summer of 2015, from early June to mid-August prior to the start of the 2015-2016 school year, and the second phase would occur during the summer of 2016 prior to the start of the 2016-2017 school year. Short-term construction activities associated with the installation of the new portables at the Blach and Egan campuses would include site preparation for the placement of the structures and extension of existing utility connections.

As a result of the expansion of BCS on the Blach Campus, the District would relocate Stepping Stones Preschool (which operates on LASD property pursuant to a lease agreement) to the Covington Campus in an area designated for District (rather than school) use. There is sufficient space to house the existing Stepping Stones facilities and to share outdoor space with an existing preschool currently in the same general area on the campus. The District would reconfigure the outdoor space to maximize its efficient use and to better regulate traffic and parking adjacent to this area. Stepping Stones staff, like the existing preschool staff, would be required to park in the adjoining Rosita Park parking lot. Parents dropping-off and picking-up their children would primarily use the Rosita Drive entrance (the back side of the Covington Campus), although some may enter and exit off Covington Road. Short-term construction activities associated with the installation of the new portables at the Covington Campus would include site preparation for the placement of the structures; however, the portable buildings would be located on existing grade (no soil removal or concrete foundations).

All of the new and/or relocated portables and related facilities proposed for BCS (at the Egan and Blach Campuses) and Stepping Stones Preschool (at the Covington Campus) will be located within the existing boundaries of those respective campuses.

PROBABLE ENVIRONMENTAL EFFECTS: Consistent with CEQA *Guidelines* Section 15060, the District conducted a preliminary review of the proposed project and determined that the proposed project could potentially result in significant effect on the environment and that an EIR is required. This determination is based upon the criteria of the CEQA *Guidelines*, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

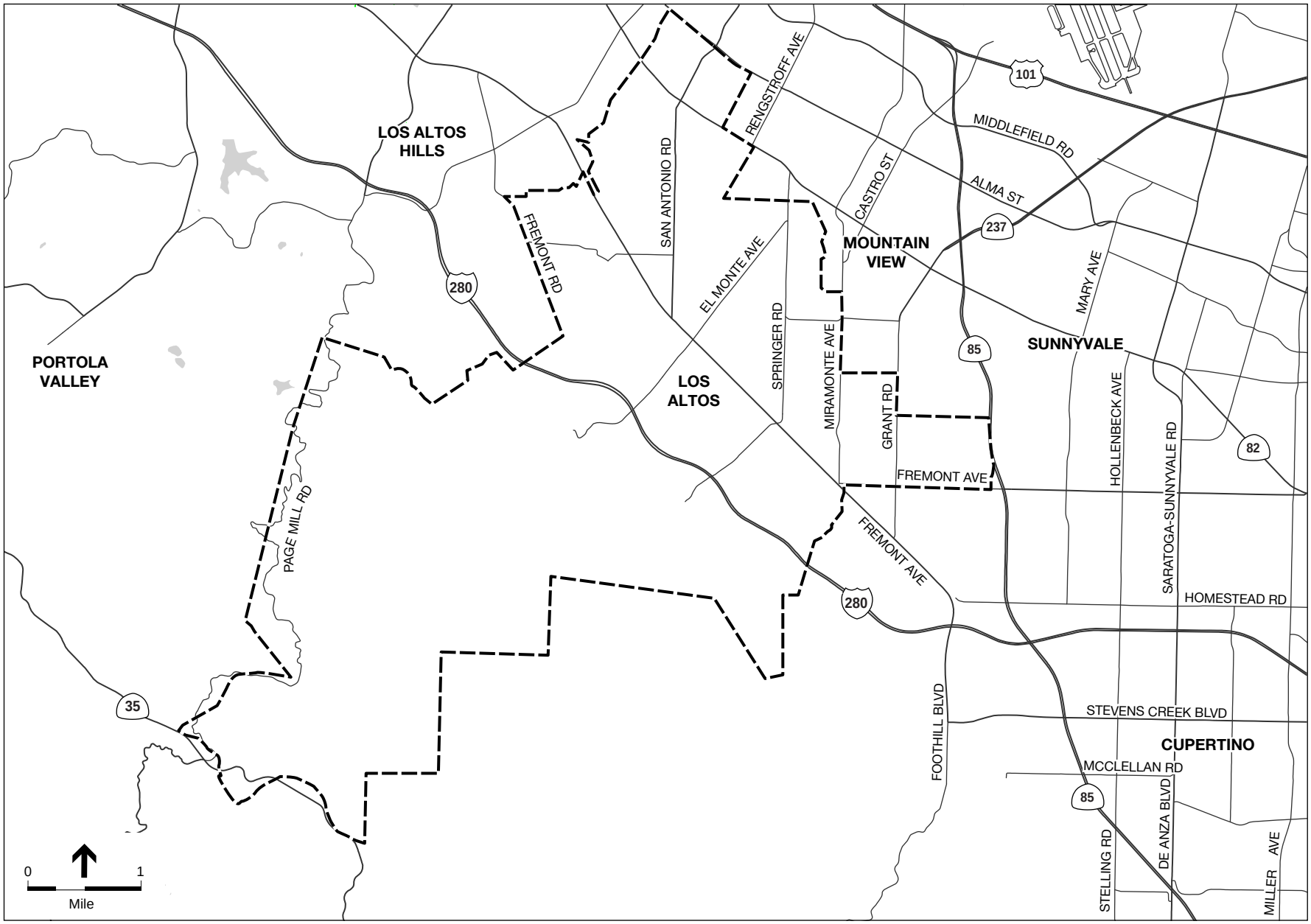
The EIR will examine project and cumulative effects and a reasonable range of alternatives to the project that may be capable of reducing or avoiding potential environmental effects that may be identified for the project.

Please direct questions regarding the project or information in this NOP to **Randy Kenyon, Assistant Superintendent, Business Services Los Altos School District, by phone at (650) 947-1150 or email to rkenyon@lasdschools.org.**

Randy Kenyon
Assistant Superintendent, Business Services
Los Altos School District

Attachments:

Figure 1 LASD Boundary Map
Figure 2 Project Location
Figure 3 Egan Junior High School and Bullis Charter School at Egan Campus
Figure 4 Blach Intermediate School and Bullis Charter School at Blach Campus
Figure 5 Covington Elementary School

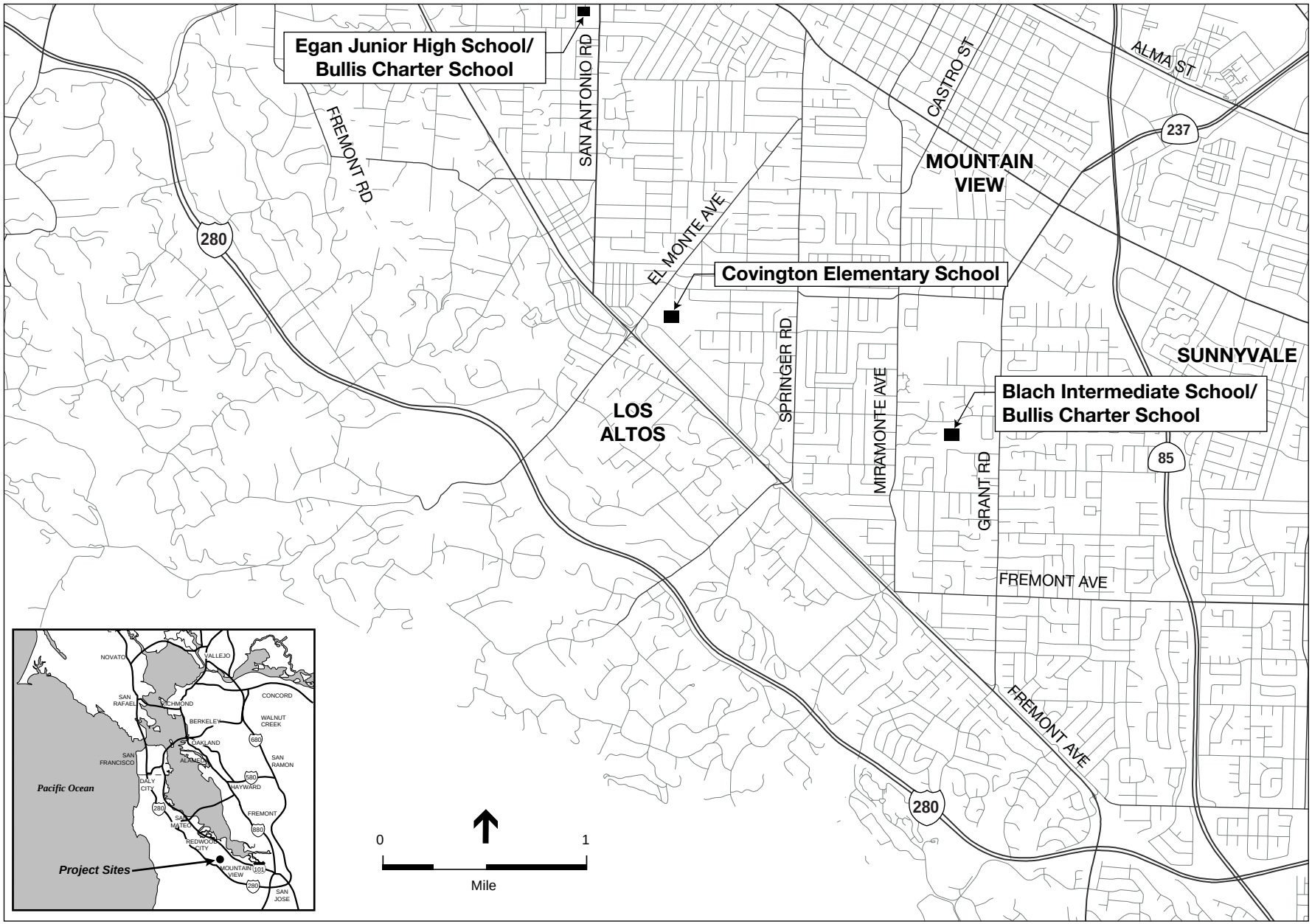


SOURCE: ESA

Los Altos School District: Final Offer of Facilities to Bullis Charter School for 2014-2015 . 130476

Figure 1

Los Altos School District Boundary Map



SOURCE: ESA

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019)

Figure 2
Project Location

SOURCE: Google Earth; ESA

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019) . 140502

Figure 3
Egan Junior High School and
Bullis Charter School at Egan Campus

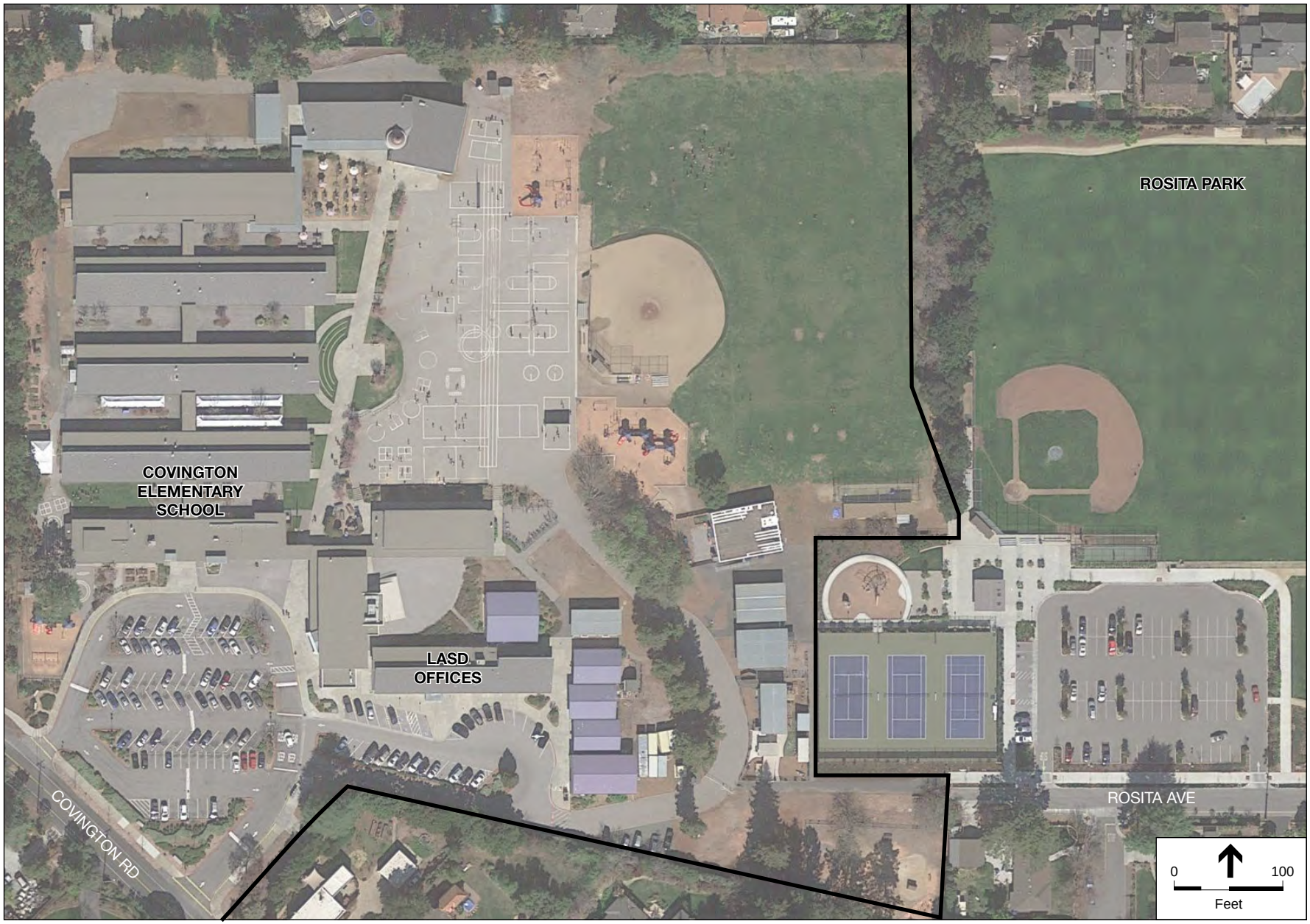
Blach Intermediate School
Property Boundary

0 200
Feet

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019) . 140502

SOURCE: Google Maps; ESA

Figure 4
Blach Intermediate School and
Bullis Charter School at Blach Campus



SOURCE: Google Maps; ESA

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019) . 140502

Figure 5

Covington Elementary School Campus

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APPENDIX C

Comments Received in Response to the NOP

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DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought.
Help save water!

January 20, 2015

SCLVAR058
SCL/VAR/PM VAR
SCH# 2014122051

Mr. Randy Kenyon
Los Altos School District
201 Covington Road
Los Altos, CA 94024

Dear Mr. Kenyon:

Provision of Facilities for Bullis Charter School – Notice of Preparation (NOP)

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

Traffic Impact Analysis (TIA)
During construction or starting "opening day," this project may generate traffic at volumes sufficient to impact the operations of nearby State highway facilities, and it may be necessary to prepare a TIA. If it is found that a TIA is not required, please provide a verifiable explanation for this finding. The following criteria are among those that may be used to determine whether a TIA is warranted:

1. The project will generate over 100 peak hour trips assigned to a State highway facility.

2. The project will generate between 50 and 100 peak hour trips assigned to a State highway facility, and the affected highway facilities are experiencing noticeable delay; approaching unstable traffic flow (level of service (LOS) "C" or "D") conditions.

3. The project will generate between one to 49 peak hour trips assigned to a State highway facility, and the affected highway facilities are experiencing significant delay; unstable or forced traffic flow (LOS "E" or "F") conditions.

We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* for determining which scenarios and methodologies to use in the analysis. It is available at the following website address: http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

Lead Agency
As the lead agency, the Los Altos School District (LASD) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document.

Traffic Impact Fees
Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on State right-of-way should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Should you have any questions regarding this letter, please contact Brian Brandert of my staff at (510) 286-5505 or brian.brandert@dot.ca.gov.

Sincerely,

Pat L

PATRICIA MAURICE
Acting District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse

County of Santa Clara
Finance Agency
Office of the County Clerk-Recorder

County Government Center
70 W. Hedding Street, East Wing 1st floor
San Jose, California 95110-1705
(408) 299-5688

01/21/15

Los Altos School District
201 Covington Road
Los Altos, CA 94024

Re: CALIFORNIA ENVIRONMENTAL QUALITY ACT POSTINGS

Dear Los Altos School District:

Enclosed please find the public copy posted in Santa Clara County Clerk-Recorder's Office for 30 days per CALIFORNIA CODES PUBLIC RESOURCES CODE SECTION 21152 (c)

Sincerely,
REGINA ALCOMENDRAS, Santa Clara County Clerk-Recorder

By: Raymund A. Reyes
Raymund A. Reyes, Deputy Clerk-Recorder

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

County of Santa Clara

Office of the County Clerk-Recorder
Business Division

County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5688

Santa Clara County Clerk–Recorder's Office
State of California

L 110108

Document No.: 19096
Number of Pages: 10
Filed and Posted On: 12/19/2014
Through: 1/18/2015
CRO Order Number:
Fee Total: 0.00

REGINA ALCOMENDRAS, County Clerk–Recorder
by Nina Khamphilath, Clerk–Recorder Office Spe,

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. **LEAD AGENCY:** Los Altos School District
2. **PROJECT TITLE:** Provision of Facilities for Bullis Charter School (for school years 2015-2016 through 2018-2019)
3. **APPLICANT NAME:** Los Altos School District, Randy Kenyon **PHONE:** (650) 947-1150
4. **APPLICANT ADDRESS:** 201 Covington Road, Los Altos CA, 94024-4030
5. **PROJECT APPLICANT IS A:** ☐ Local Public Agency ☒ School District ☐ Other Special District ☐ State Agency ☐ Private Entity
6. **NOTICE TO BE POSTED FOR** 30 **DAYS.**
7. **CLASSIFICATION OF ENVIRONMENTAL DOCUMENT**

a. **PROJECTS THAT ARE SUBJECT TO DFG FEES**

☐ 1. **ENVIRONMENTAL IMPACT REPORT** (PUBLIC RESOURCES CODE §21152)	$ 3,029.75	$ 0.00
☐ 2. **NEGATIVE DECLARATION** (PUBLIC RESOURCES CODE §21080(C)	$ 2,181.25	$ 0.00
☐ 3. **APPLICATION FEE WATER DIVERSION** (STATE WATER RESOURCES CONTROL BOARD ONLY)	$ 850.00	$ 0.00
☐ 4. **PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS**	$ 1,030.25	$ 0.00
☐ 5. **COUNTY ADMINISTRATIVE FEE** (REQUIRED FOR **a-1** THROUGH **a-4** ABOVE) Fish & Game Code §711.4(e)	$ 50.00	$ 0.00

b. **PROJECTS THAT ARE EXEMPT FROM DFG FEES**

☐ 1. **NOTICE OF EXEMPTION** ($50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)	$ 50.00	$ 0.00
☐ 2. **A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME PROJECT IS ATTACHED** ($50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)		
DOCUMENT TYPE: ☐ **ENVIRONMENTAL IMPACT REPORT** ☐ **NEGATIVE DECLARATION**	$ 50.00	$ 0.00

c. **NOTICES THAT ARE *NOT* SUBJECT TO DFG FEES *OR* COUNTY ADMINISTRATIVE FEES**

☒ **NOTICE OF PREPARATION** ☐ **NOTICE OF INTENT**	NO FEE	$ NO FEE

8. **OTHER:** _____ **FEE** (IF APPLICABLE): $ _____
9. **TOTAL RECEIVED**..... $ 0.00

*NOTE: "***SAME PROJECT***" MEANS **NO** CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE **SUBSEQUENT** FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (*INCLUDING COPIES*) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND THREE COPIES. *(YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)*

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

". . . NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID." Fish & Game Code §711.4(c)(3)

(FEES EFFECTIVE 01-01-2014)

LASD

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PROVISION OF FACILITIES FOR BULLIS CHARTER SCHOOL (2015-2016 TO 2018-2019)

The Los Altos School District ("LASD" or "District") is preparing an Environmental Impact Report ("EIR") for the District's Provision of Facilities for Bullis Charter School (for school years 2015-2016 through 2018-2019) ("project") at the Ardis G. Egan Junior High School Campus located at 100 West Portola Avenue ("Egan Campus") and the Georgina P. Blach Intermediate School located at 1120 Covington Road ("Blach Campus") in Los Altos. As a consequence of Bullis Charter School's increased facilities at the Blach Campus, the Stepping Stones Preschool would be relocated from the Blach Campus to the Covington Elementary School Campus ("Covington Campus") at 210 Covington Road in Los Altos. The California Environmental Quality Act ("CEQA") requires that the District conduct environmental review of the project, which has the potential for resulting in physical change in the environment. The District is the "Lead Agency" for the project and is the public agency with the principal responsibility for approving and carrying out the project. The District's preliminary review of the project indicated that an EIR will be the required CEQA document for the proposed project (CEQA Guidelines, Sections 15060(d) and 15063(a)).

The District is issuing this Notice of Preparation ("NOP") to invite comments on the scope and content of the EIR prior to its preparation. When the Draft EIR is published, it will be sent to all parties who respond to this NOP or who otherwise indicate that they would like to receive a copy of the Draft EIR.

RESPONDING TO THIS NOP: Responses to this NOP and any related questions or comments regarding the scope or content of the Draft EIR, must be directed in writing to:

Randy Kenyon
Assistant Superintendent, Business Services
Los Altos School District
201 Covington Road
Los Altos, CA 94024

Phone: (650) 947-1150
email: rkenyon@lasdschools.org

Comments on the NOP must be received at the above mailing or e-mail address within 30 days of receipt of this notice, or **before, January 20, 2015, at 5:00 p.m.** Please reference the project title shown below in all correspondence.

At a minimum, responses to this NOP should focus, specific to this project, on the potentially significant environmental effects that the project may have on the physical environment, ways in which those effects might be minimized, and potential alternatives

to the project that should be addressed in the EIR. This focus aligns with the purpose of the EIR to inform the public about these factors of the project.

PROJECT TITLE: Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019)

PROJECT LOCATION: The Egan Campus (Ardis G. Egan Junior High School Campus at 100 West Portola Avenue), the Blach Campus (Georgina P. Blach Intermediate School at 1120 Covington Road) and the Covington Campus (Covington Elementary School at 201 Covington Road), all in Los Altos, California.

PROJECT SPONSOR / LEAD AGENCY: Los Altos School District

EXISTING CONDITIONS: The District serves elementary and intermediate grade public school students from Los Altos, and portions of Los Altos Hills, Mountain View, Palo Alto and unincorporated Santa Clara County. **Figure 1** presents the LASD attendance boundary map.

Located in the southwestern portion of the San Francisco Bay Area, the LASD project is within Santa Clara County in the City of Los Altos. All three campuses are located in established residential neighborhoods and are bounded by single-family residential development with a range of densities, zoned Single Family District R1-10 or R1-20. In addition, there is land zoned for Public and Community Facilities (PCF) to the east and west of Covington Elementary and just south of the Blach Campus. The City of Los Altos is in proximity to major highways and regional roadways, including Interstate 280 (Junipero Serra Freeway), U.S. Highway 101 (Bayshore Freeway), El Camino Real (State Route 82), and the Foothill Expressway runs roughly through the middle of the City (see **Figure 2**).

The 20-acre Egan Campus contains Egan Junior High School (7th and 8th grade LASD students) which feeds into Los Altos High School; and a portion of the Bullis Charter School, which maintains a kindergarten through 8th grade program. Access to the Egan Campus is from West Portola Avenue, west of its intersection with San Antonio Road (see **Figure 3**).

The 18-acre Blach Campus contains Blach Intermediate School (7th and 8th grade LASD students) which also feeds into Los Altos and Mountain View High Schools; and a portion of the Bullis Charter School. Access to the Blach Campus is from Covington Road, west of its intersection with Grant Road (see **Figure 4**).

The 15-acre Covington Campus contains Covington Elementary School (K through 6th grade LASD students) as well as the LASD's administrative offices, some District special education programs, as well as a preschool and a private childcare provider. Access to the Covington Campus is provided via Covington Road and Rosita Avenue (see **Figure 5**).

PROJECT DESCRIPTION: The proposed project would provide school facilities, including the installation of several new portable structures at the Blach and Egan Campuses, to support and accommodate BCS' projected increase in the number of BCS students and associated faculty/staff. The District would allocate school facilities to BCS for the next four years based upon a projection of BCS enrollment beginning in the 2015-2016 school year and extending through the 2018-2019 school year. The total student enrollment at BCS for the current 2014-2015 school year is 709 students. By the 2018-2019 school year, the District estimates, that BCS enrollment could increase to as many as 900 students, for a net increase of 191 students for the four year period.

To accommodate the projected increase in student enrollment, the project would expand the existing BCS facilities, and associated site improvements, at both the Egan and Blach Campuses. Proposed site improvements at the Egan Campus site include the installation of six new portable buildings totaling 7,200 square feet with up to 10,000 square feet of possible site disturbance, including new paved area. Proposed site improvements at the Blach Campus site include the installation of nine new portable buildings totaling 9,120 square feet on up to 20,000 square feet of possible site disturbance, including new paved area.

Construction of new facilities at the Blach and Egan Campuses would occur in two phases, each lasting between ten and twelve weeks. The first phase would occur during the summer of 2015, from early June to mid-August prior to the start of the 2015-2016 school year, and the second phase would occur during the summer of 2016 prior to the start of the 2016-2017 school year. Short-term construction activities associated with the installation of the new portables at the Blach and Egan campuses would include site preparation for the placement of the structures and extension of existing utility connections.

As a result of the expansion of BCS on the Blach Campus, the District would relocate Stepping Stones Preschool (which operates on LASD property pursuant to a lease agreement) to the Covington Campus in an area designated for District (rather than school) use. There is sufficient space to house the existing Stepping Stones facilities and to share outdoor space with an existing preschool currently in the same general area on the campus. The District would reconfigure the outdoor space to maximize its efficient use and to better regulate traffic and parking adjacent to this area. Stepping Stones staff, like the existing preschool staff, would be required to park in the adjoining Rosita Park parking lot. Parents dropping-off and picking-up their children would primarily use the Rosita Drive entrance (the back side of the Covington Campus), although some may enter and exit off Covington Road. Short-term construction activities associated with the installation of the new portables at the Covington Campus would include site preparation for the placement of the structures; however, the portable buildings would be located on existing grade (no soil removal or concrete foundations).

All of the new and/or relocated portables and related facilities proposed for BCS (at the Egan and Blach Campuses) and Stepping Stones Preschool (at the Covington Campus) will be located within the existing boundaries of those respective campuses.

determined that the proposed project could potentially result in significant effect on the environment and that an EIR is required. This determination is based upon the criteria of the CEQA *Guidelines*, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

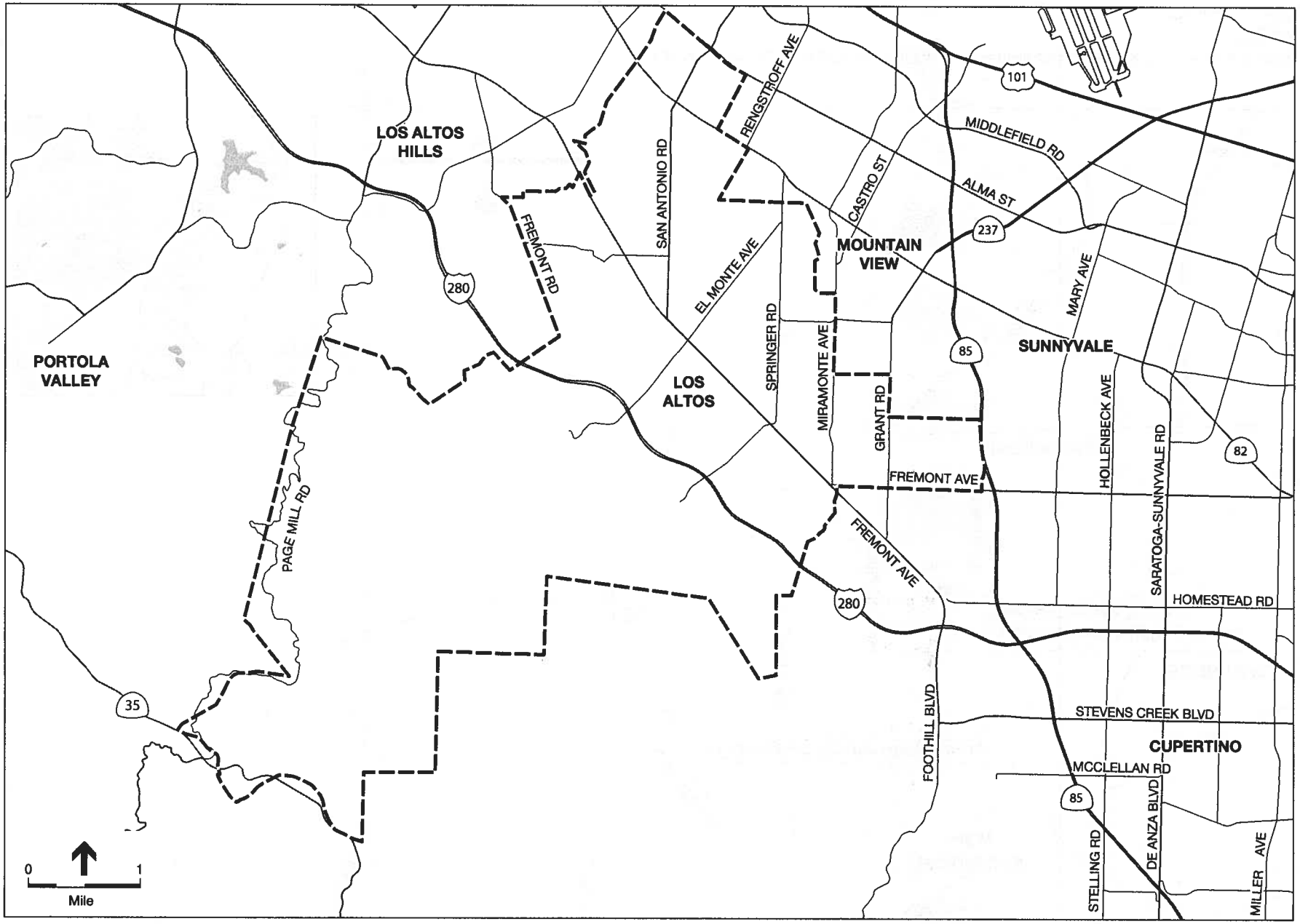
The EIR will examine project and cumulative effects and a reasonable range of alternatives to the project that may be capable of reducing or avoiding potential environmental effects that may be identified for the project.

Please direct questions regarding the project or information in this NOP to **Randy Kenyon, Assistant Superintendent, Business Services Los Altos School District, by phone at (650) 947-1150 or email to rkenyon@lasdschools.org.**

Randy Kenyon
Assistant Superintendent, Business Services
Los Altos School District

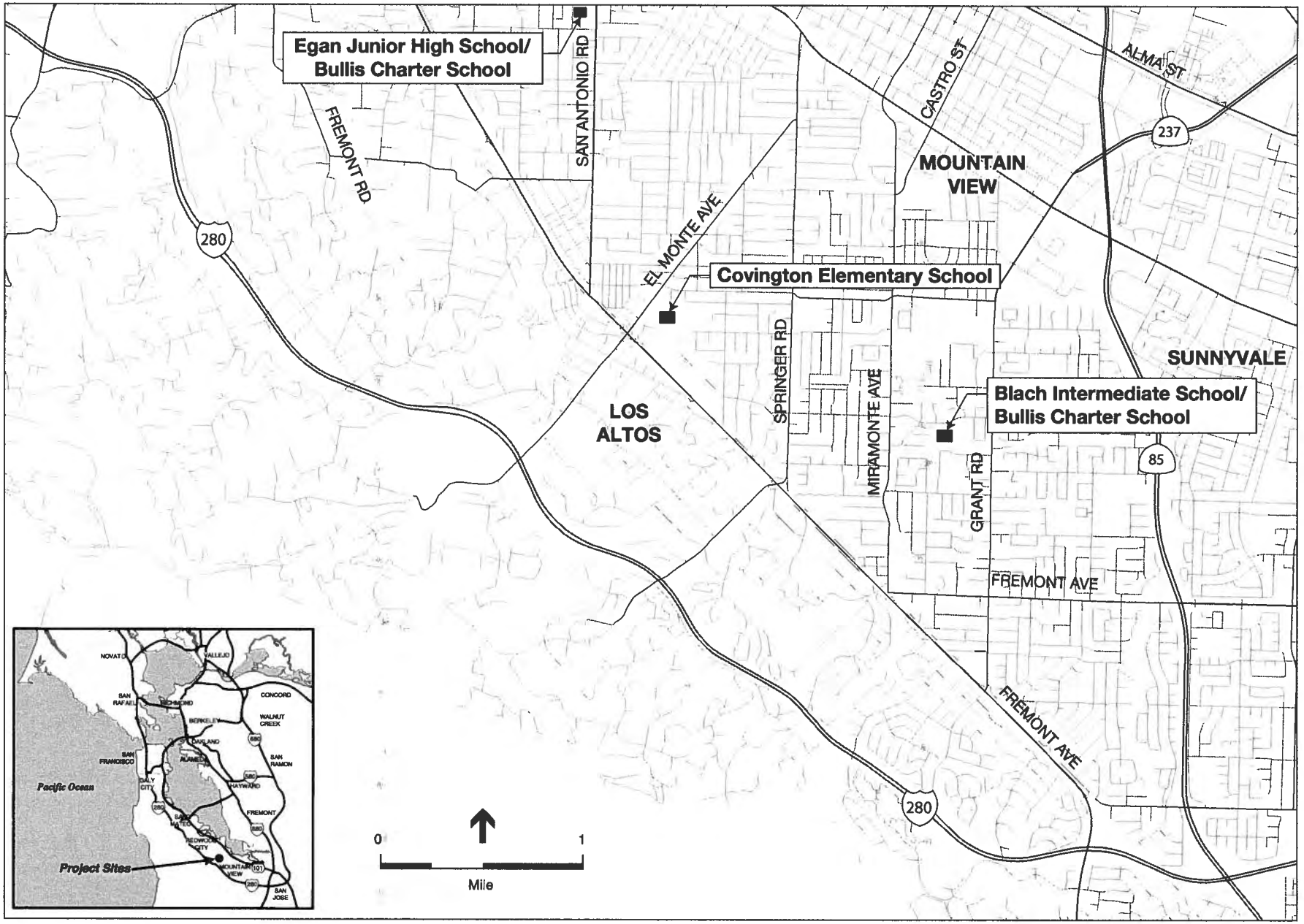
Attachments:

Figure 1 LASD Boundary Map
Figure 2 Project Location
Figure 3 Egan Junior High School and Bullis Charter School at Egan Campus
Figure 4 Blach Intermediate School and Bullis Charter School at Blach Campus
Figure 5 Covington Elementary School



SOURCE: ESA

Figure 1
Los Altos School District Boundary Map



SOURCE: ESA

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019)

Figure 2
Project Location

Egan School Property Boundary

0 200
Feet

SOURCE: Google Earth; ESA

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019) . 140502

Figure 3
Egan Junior High School and
Bullis Charter School at Egan Campus

SOURCE: Google Maps; ESA

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019) . 140502

Figure 4

Blach Intermediate School and
Bullis Charter School at Blach Campus

Covington Elementary School Property Boundary

SOURCE: Google Maps; ESA

Los Altos School District's Provision of Facilities for Bullis Charter School (2015-2016 to 2018-2019) . 140502

Figure 5
Covington Elementary School Campus

File#: 19096 12/19/2014

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City of Los Altos
1 North San Antonio Road
Los Altos, California 94022-3087

January 20, 2015

Mr. Randy Kenyon
Assistant Superintendent, Business Services
Los Altos School District
201 Covington Road
Los Altos, CA 94024

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PROVISION OF FACILIITES FOR BULLIS CHARTER SCHOOL (2015-2016 TO 2018-2019)

Dear Mr. Kenyon:

We appreciate the opportunity to comment on the Notice of Preparation of Environmental Impact Report for the Provision of Facilities for Bullis Charter School. After reviewing the notice, we offer the following concerns regarding the preparation of the environmental impact report:

Transportation and Traffic

1. **Study Intersections** –
    a. Egan-BCS Campus – There is already a considerable amount of traffic around this campus area. We ask that the following intersections be studied; San Antonio Rd/W. Portola Ave, San Antonio Rd/Sherwood, San Antonio Rd/Loucks, Los Altos Ave/W. Portola Ave, Los Altos Ave/Loucks, Los Altos Ave/Pine Rd, E. Portola Ave/Jordan Ave, San Antonio Rd/Almond Ave, San Antonio Rd/Main St/W. Edith Ave, San Antonio Rd/First St/Cuesta Dr, and Los Altos Ave/W. Edith Ave.
    b. Blach-BCS Campus – We ask that the following intersections be studied; Miramonte Ave/Covington Rd, Grant Rd/Covington Rd, Miramonte Ave/Berry Ave, Miramonte Ave/Portland Ave, Grant Rd/Portland Rd, Grant Rd/Oak Ave, Miramonte Ave/Fremont Ave, and Fremont Ave/Grant Rd.

2. **Road Segments** –
    a. Egan-BCS Campus - The City has received many concerns from residents and the school community regarding conflicts between motorists, pedestrians, cyclists and parked vehicles on the following road segments; W. Portola Ave (bet. Los Altos Ave and San Antonio Rd), E. Portola Ave (bet. San Antonio Rd and Jordan Ave, Del Monte Ave (bet San Antonio Rd and Carmel Ave), Paso Robles Ave (bet. San Antonio Rd and Carmel Ave), Pleasant Way (bet. W. Portola Ave and Paso Robles

Ave), Mercedes Ave (bet. W. Portola Ave and Paso Robles Ave), and Carmel Ave (bet. W. Portola Ave and Paso Robles Ave)

b. Blach-BCS Campus – The City has received similar complaints on the following road segments; Covington Rd (bet. Miramonte Ave and Grant Rd), Covington Rd (between Springer Rd and Miramonte Ave), Eastwood Dr (bet. Miramonte Ave and Covington Rd), Miramonte Ave (bet. Fremont Ave and Covington Rd), Berry Ave (from Springer Rd to Miramonte Ave), Golden Way (bet. Berry Ave and Covington Rd), Russell Ave (bet. Berry Ave and Covington Rd), and Grant Rd (bet. Oak Ave and Covington Rd).

3. **Parking –** In addition to traffic concerns for both campuses, residents in these areas have complained about school related parking in their neighborhoods. These concerns range from blocking driveways and/or mailboxes, narrowed streets and litter associated with the parking. Additionally, Stepping Stones Preschool is noted as having access from Rosita Avenue and described as having its teachers and staff using our Rosita Park parking lot. We ask that parking impacts in the area be studied.

4. **BCS Attendance between Egan and Blach Campuses -** There is an existing, unique pattern where Bullis Charter School children attend both campuses creating a traffic pattern between the school sites; perhaps this will worsen; we ask that this be studied for any traffic impacts.

5. **Update on mitigation measures –** The Initial Study/Mitigated Negative Declaration for the Final Facilities Offer to Bullis Charter School for 2014-2015 identified mitigation measures related to traffic impacts. Can any data be provided that determines the effectiveness of those mitigations?

Thank you for the opportunity to provide these comments. Please contact me at (650) 947-2626 or cnovenario@losaltosca.gov if there are any questions.

Sincerely,

Cedric Novenario, P.E.
Interim Public Works Director

cc: Community Development Director
Planning Services Manager
City Manager

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara Lee
Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Edmund G. Brown Jr.
Governor

January 27, 2015

Mr. Randy Kenyon
Assistant Superintendent, Business Services
Los Altos School District
201 Covington Road
Los Altos, CA 94024

REVIEW OF NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR BULLIS CHARTER SCHOOL, LOS ALTOS, SANTA CLARA COUNTY (SCH #2014122051)

Dear Mr. Kenyon:

The Department of Toxic Substances Control (DTSC) has reviewed the Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for the Bullis Charter School in the City of Los Altos, Santa Clara County. The due date to submit comments is January 30, 2015.

The Los Altos School District (LASD) is preparing an EIR for the LASD's Provision of Facilities for Bullis Charter School (for school years 2015-2016 through 2018-2019) (Project), at the existing Ardis G. Egan Junior High School campus, located at 100 West Portola Avenue, and the Georgina P. Blach Intermediate School, located at 1120 Covington Road in Los Altos. As a consequence of Bullis Charter School's increased facilities at the Blach campus, the Stepping Stones Preschool would be relocated from the Blach Campus to the Covington Elementary School Campus at 210 Covington Road in Los Altos.

Based on a review of the NOP, DTSC would like to provide the following comments:

1. If LASD plans to use State funds for the Project, then LASD shall comply with the requirements of California Education Code, § 17210, 17213.1 and § 17213.2, unless otherwise specifically exempted under § 17268. If LASD is not using State funds for the Project, or is otherwise specifically exempted under § 17268, DTSC recommends LASD continue to investigate and clean up the Project under the oversight of Santa Clara County and in concurrence with all applicable DTSC guidance documents.

A local education agency may also voluntarily request the California Department of Education (CDE) site/plan approval for locally funded site acquisitions and new construction projects. In these cases CDE will require DTSC review and approval prior to its final approval, except when exempt under §17268.

2. Because the Project is school site related, DTSC recommends that an environmental review, such as a Phase I Environmental Site Assessment and/or Preliminary Endangerment Assessment (PEA), be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material is present based on reasonably available information about the property and the area in its vicinity. Such an environmental review should generally be conducted as part of the California Environmental Quality Act (CEQA) process. Also, such an environmental review is recommended for compliance with the requirements of California Education Code, section 17268(a) or 17213(a). If LASD elects to proceed to conduct an environmental assessment for the Project under DTSC oversight, it should enter into an Environmental Oversight Agreement with DTSC to oversee the preparation of the environmental assessment.

3. The presence of existing, older or former structures may result in potential environmental concerns due to lead from lead-based paint and/or organochlorine pesticides from termiticide applications and polychlorinated biphenyls (PCBs) from electrical transformers, light ballast or window caulking or glazing. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's "*Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006*", and in accordance with the recommendations provided in the United States Environmental Protection Agency's website "*PCBs in Caulk in Older Buildings*" (http://www.epa.gov/pcbsincaulk/index.htm).

4. If the Project properties were previously used for agricultural purposes, pesticides (such as DDT, DDE, and toxaphene) and fertilizers (usually containing heavy metals) commonly used as part of agricultural operations are likely to be present. These agricultural chemicals are persistent and bio-accumulative toxic substances. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with the "*Interim Guidance for Sampling Agricultural Soils (Third Revision), dated August 2008*". This guidance should be followed to sample agricultural properties where development is anticipated.

5. The Project area appears to be located within 10-miles of a geological unit potentially containing naturally occurring asbestos (NOA). Pursuant to DTSC's "*Interim Guidance – Naturally Occurring Asbestos at School Sites, Revised September 24, 2004*", further action should be considered and conducted to

determine whether a naturally occurring hazardous material (i.e., NOA) is present, based on reasonably available information about the properties and the areas in their vicinity.

6. If a response action is required based on the results of the above investigations, and/or other information, the EIR will require an analysis of the potential public health and environmental impacts associated with any proposed response action, pursuant to requirements of the CEQA (Pub. Resources Code, Div. 13, §21000 et seq.), and its' implementing Guidelines (CCR, Title 14, §15000 et seq.), prior to approval or adoption of the EIR for the project. A discussion of the mitigation and/or removal actions, if necessary, as well as associated cumulative impacts to the Project properties and the surrounding environment, should be included in the EIR. If sufficient information to discuss the proposed mitigation and/or removal actions, as well as their associated impacts to the Project properties and the surrounding environment, are not available for inclusion in the EIR, then an Addendum or Supplement to the EIR may be required.

DTSC is also administering the Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

For additional information on DTSC's Schools process or CLEAN Program, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to discuss this matter further, please contact me at (916) 255-3695, or via e-mail at bud.duke@dtsc.ca.gov.

Sincerely,

Harold (Bud) Duke, PG
Senior Engineering Geologist
Northern California Schools
Brownfields and Environmental Restoration Program

cc: (see next page)

cc: (via e-mail)

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

Michael O'Neill (MONeill@cde.ca.gov)
Department of Education – Sacramento, CA

John Gordon (JGordon@cde.ca.gov)
Department of Education – Sacramento, CA

Nancy Ritter (Nancy.Ritter@dtsc.ca.gov)
DTSC CEQA Tracking Center – Sacramento, CA

STATE OF CALIFORNIA
NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471

January 8, 2015

Randy Kenyon
Los Altos School District
201 Covington Road
Los Altos, CA 94024

RE: SCH # 2014122051 Provision of Facilities for Bullis Charter School, Santa Clara County.

Dear Mr. Kenton,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Government Program Analyst

CC: State Clearinghouse

Native American Contacts
Santa Clara County
January 7, 2015

Jakki Kehl
720 North 2nd Street
Patterson , CA 95363
jakkikehl@gmail.com
510-701-3975

Ohlone/Costanoan

Amah MutsunTribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road
Woodside , CA 94062
amahmutsuntribal@gmail.
(650) 400-4806 Cell
(650) 332-1526 Fax

Ohlone/Costanoan

Katherine Erolinda Perez
P.O. Box 717
Linden , CA 95236
canutes@verizon.net
(209) 887-3415

Ohlone/Costanoan
Northern Valley Yokuts
Bay Miwok

Amah MutsunTribal Band
Edward Ketchum
35867 Yosemite Ave
Davis , CA 95616
aerieways@aol.com

Ohlone/Costanoan
Northern Valley Yokuts

Trina Marine Ruano Family
Ramona Garibay, Representative
30940 Watkins Street
Union City , CA 94587
soaprootmo@comcast.net
(510) 972-0645

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
P.O. Box 360791
Milpitas , CA 95036
muwekma@muwekma.org
(408) 205-9714
(510) 581-5194

Ohlone / Costanoan

Amah MutsunTribal Band
Valentin Lopez, Chairperson
P.O. Box 5272
Galt , CA 95632
vlopez@amahmutsun.org
(916) 743-5833

Ohlone/Costanoan
Northern Valley Yokuts

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3152
Fremont , CA 94539
chochenyo@AOL.com
(510) 882-0527 Cell
(510) 687-9393 Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH #2014122051 Provision of Facilities for Bullis Charter School, Santa Clara County.

Native American Contacts
Santa Clara County
January 7, 2015

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28 Ohlone/Costanoan
Hollister , CA 95024
ams@indiancanyon.org
(831) 637-4238

Linda G. Yamane
1585 Mira Mar Ave Ohlone/Costanaon
Seaside , CA 93955
rumsien123@yahoo.com
(831) 394-5915

Amah MutsunTribal Band of Mission San Juan Bautista
Michelle Zimmer
789 Canada Road Ohlone/Costanoan
Woodside , CA 94062
amahmutsuntribal@gmail.com
(650) 851-7747 Home
(650) 332-1526 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH #2014122051 Provision of Facilities for Bullis Charter School, Santa Clara County.

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APPENDIX D
Traffic Data

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APPENDIX D

TRANSPORTATION

Traffic Count Data

Project Travel Demand

Level of Service Reports

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TRAFFIC COUNT DATA

December 2012

January 2013

November 2013

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TRAFFIC COUNT DATA

December 2012

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 12-7560-003 El Monte Vista-Foothill Expy
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Unshifted

	El Monte Vista Ave Southbound				Foothill Expressway Westbound				El Monte Vista Ave Northbound				Foothill Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	2	36	26	64	10	135	5	150	135	52	4	191	6	30	45	81	486
07:15	3	59	33	95	14	168	11	193	163	107	3	273	13	33	57	103	664
07:30	3	67	60	130	18	264	18	300	168	105	15	288	20	44	87	151	869
07:45	2	68	56	126	29	308	20	357	194	155	11	360	34	56	109	199	1042
Total	10	230	175	415	71	875	54	1000	660	419	33	1112	73	163	298	534	3061
08:00	8	72	67	147	31	333	35	399	181	152	14	347	34	67	120	221	1114
08:15	5	93	96	194	23	311	31	365	212	155	9	376	28	96	121	245	1180
08:30	9	63	80	152	26	303	20	349	205	146	8	359	30	93	117	240	1100
08:45	5	62	66	133	20	316	13	349	215	117	8	340	12	66	103	181	1003
Total	27	290	309	626	100	1263	99	1462	813	570	39	1422	104	322	461	887	4397
15:00	5	99	29	133	38	158	15	211	128	81	16	225	40	168	96	304	873
15:15	9	78	26	113	14	132	12	158	157	87	21	265	38	162	91	291	827
15:30	9	81	30	120	22	136	15	173	100	62	17	179	37	218	110	365	837
15:45	15	102	29	146	25	136	15	176	123	76	10	209	37	204	166	407	938
Total	38	360	114	512	99	562	57	718	508	306	64	878	152	752	463	1367	3475
16:00	8	96	26	130	22	144	13	179	123	68	12	203	32	272	157	461	973
16:15	2	94	25	121	12	133	12	157	122	72	8	202	49	279	179	507	987
16:30	14	112	30	156	20	111	9	140	123	69	14	206	50	299	180	529	1031
16:45	9	94	24	127	22	140	13	175	131	81	27	239	36	314	193	543	1084
Total	33	396	105	534	76	528	47	651	499	290	61	850	167	1164	709	2040	4075
17:00	12	98	17	127	22	99	12	133	110	70	25	205	56	343	202	601	1066
17:15	4	103	17	124	21	114	9	144	98	75	36	209	36	325	167	528	1005
17:30	3	97	18	118	18	84	15	117	138	96	41	275	52	289	161	502	1012
17:45	7	88	32	127	15	125	10	150	125	97	42	264	51	340	165	556	1097
Total	26	386	84	496	76	422	46	544	471	338	144	953	195	1297	695	2187	4180
Grand Total	134	1662	787	2583	422	3650	303	4375	2951	1923	341	5215	691	3698	2626	7015	19188
Apprch %	5.2	64.3	30.5		9.6	83.4	6.9		56.6	36.9	6.5		9.9	52.7	37.4		
Total %	0.7	8.7	4.1	13.5	2.2	19	1.6	22.8	15.4	10	1.8	27.2	3.6	19.3	13.7	36.6	

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 12-7560-003 El Monte Vista-Foothill Expy
Site Code : 00000000
Start Date : 12/18/2012

	El Monte Vista Ave Southbound				Foothill Expressway Westbound				El Monte Vista Ave Northbound				Foothill Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	2	68	56	126	29	308	20	357	194	**155**	11	360	**34**	56	109	199	1042
08:00	8	72	67	147	**31**	**333**	**35**	**399**	181	152	**14**	347	34	67	120	221	1114
08:15	5	**93**	**96**	**194**	23	311	31	365	**212**	155	9	**376**	28	**96**	**121**	**245**	**1180**
08:30	**9**	63	80	152	26	303	20	349	205	146	8	359	30	93	117	240	1100
Total Volume	24	296	299	619	109	1255	106	1470	792	608	42	1442	126	312	467	905	4436
% App. Total	3.9	47.8	48.3		7.4	85.4	7.2		54.9	42.2	2.9		13.9	34.5	51.6		
PHF	.667	.796	.779	.798	.879	.942	.757	.921	.934	.981	.750	.959	.926	.813	.965	.923	.940

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 12-7560-002 El Monte Vista-Covington
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Unshifted

	El Monte Vista Ave Southbound				Covington Road Westbound				El Monte Vista Ave Northbound				Covington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	3	55	1	59	4	0	4	8	1	52	9	62	0	2	4	6	135
07:15	2	82	1	85	8	2	3	13	1	112	19	132	0	1	2	3	233
07:30	4	116	1	121	11	2	14	27	2	127	13	142	0	5	4	9	299
07:45	2	103	2	107	22	5	9	36	2	179	29	210	1	5	4	10	363
Total	11	356	5	372	45	9	30	84	6	470	70	546	1	13	14	28	1030
08:00	15	115	1	131	28	4	25	57	7	150	61	218	1	27	3	31	437
08:15	37	133	2	172	63	12	91	166	4	157	55	216	1	42	2	45	599
08:30	7	115	2	124	29	11	28	68	3	166	29	198	1	6	5	12	402
08:45	10	114	1	125	16	7	9	32	3	125	10	138	1	5	4	10	305
Total	69	477	6	552	136	34	153	323	17	598	155	770	4	80	14	98	1743
15:00	13	93	0	106	39	16	37	92	5	84	45	134	0	9	0	9	341
15:15	4	68	1	73	50	7	42	99	2	108	28	138	1	13	0	14	324
15:30	15	90	1	106	26	8	24	58	3	83	20	106	0	7	0	7	277
15:45	8	131	1	140	15	4	17	36	5	107	21	133	0	5	2	7	316
Total	40	382	3	425	130	35	120	285	15	382	114	511	1	34	2	37	1258
16:00	6	100	2	108	25	11	21	57	4	95	17	116	1	11	3	15	296
16:15	3	109	1	113	13	8	15	36	7	105	18	130	0	9	8	17	296
16:30	2	137	1	140	12	3	14	29	6	111	17	134	1	7	2	10	313
16:45	6	105	2	113	21	7	14	42	3	110	17	130	0	5	4	9	294
Total	17	451	6	474	71	29	64	164	20	421	69	510	2	32	17	51	1199
17:00	4	108	0	112	16	8	8	32	4	99	32	135	0	7	1	8	287
17:15	10	106	0	116	16	6	13	35	3	105	21	129	0	16	5	21	301
17:30	7	95	0	102	20	10	5	35	5	131	17	153	1	8	2	11	301
17:45	2	101	1	104	17	6	8	31	4	134	21	159	1	5	5	11	305
Total	23	410	1	434	69	30	34	133	16	469	91	576	2	36	13	51	1194
Grand Total	160	2076	21	2257	451	137	401	989	74	2340	499	2913	10	195	60	265	6424
Apprch %	7.1	92	0.9		45.6	13.9	40.5		2.5	80.3	17.1		3.8	73.6	22.6		
Total %	2.5	32.3	0.3	35.1	7	2.1	6.2	15.4	1.2	36.4	7.8	45.3	0.2	3	0.9	4.1	

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 12-7560-002 El Monte Vista-Covington
Site Code : 00000000
Start Date : 12/18/2012
Page No : 2

	El Monte Vista Ave Southbound				Covington Road Westbound				El Monte Vista Ave Northbound				Covington Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	2	103	**2**	107	22	5	9	36	2	**179**	29	210	**1**	5	4	10	363
08:00	15	115	1	131	28	4	25	57	**7**	150	**61**	**218**	1	27	3	31	437
08:15	**37**	**133**	2	**172**	**63**	**12**	**91**	**166**	4	157	55	216	1	**42**	2	**45**	**599**
08:30	7	115	2	124	29	11	28	68	3	166	29	198	1	6	**5**	12	402
Total Volume	61	466	7	534	142	32	153	327	16	652	174	842	4	80	14	98	1801
% App. Total	11.4	87.3	1.3		43.4	9.8	46.8		1.9	77.4	20.7		4.1	81.6	14.3		
PHF	.412	.876	.875	.776	.563	.667	.420	.492	.571	.911	.713	.966	1.000	.476	.700	.544	.752

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 12-7560-001 El Monte Vista-Cuesta
Site Code : 00000000
Start Date : 12/18/2012
Page No : 1

Groups Printed- Unshifted

	El Monte Vista Ave Southbound				Cuesta Drive Westbound				El Monte Vista Ave Northbound				Cuesta Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	2	30	2	34	25	12	2	39	2	35	25	62	0	17	5	22	157
07:15	3	46	4	53	41	20	0	61	4	52	54	110	2	12	1	15	239
07:30	2	65	7	74	52	32	0	84	11	73	63	147	1	15	4	20	325
07:45	4	55	9	68	50	59	5	114	17	98	62	177	4	25	1	30	389
Total	11	196	22	229	168	123	7	298	34	258	204	496	7	69	11	87	1110
08:00	14	97	12	123	49	46	4	99	21	110	51	182	4	45	12	61	465
08:15	14	91	14	119	52	80	2	134	45	110	61	216	7	30	9	46	515
08:30	4	67	10	81	51	47	5	103	21	107	74	202	5	29	6	40	426
08:45	3	59	8	70	60	37	5	102	19	82	49	150	2	27	8	37	359
Total	35	314	44	393	212	210	16	438	106	409	235	750	18	131	35	184	1765
15:00	9	66	8	83	30	47	11	88	20	69	31	120	3	51	3	57	348
15:15	8	50	19	77	25	37	6	68	29	83	28	140	8	49	5	62	347
15:30	7	82	6	95	28	43	7	78	17	77	23	117	4	57	7	68	358
15:45	12	77	11	100	45	42	11	98	13	67	45	125	11	27	3	41	364
Total	36	275	44	355	128	169	35	332	79	296	127	502	26	184	18	228	1417
16:00	1	71	6	78	32	37	0	69	8	68	39	115	3	35	9	47	309
16:15	3	81	11	95	43	36	3	82	16	64	40	120	12	39	2	53	350
16:30	10	72	5	87	55	38	4	97	8	60	55	123	4	53	2	59	366
16:45	9	61	12	82	42	58	5	105	14	70	34	118	4	52	3	59	364
Total	23	285	34	342	172	169	12	353	46	262	168	476	23	179	16	218	1389
17:00	7	73	11	91	44	47	5	96	9	59	40	108	23	61	9	93	388
17:15	5	66	20	91	44	41	5	90	9	78	34	121	6	73	5	84	386
17:30	7	63	9	79	28	35	2	65	9	68	55	132	9	78	3	90	366
17:45	6	68	8	82	42	48	4	94	9	90	48	147	7	61	7	75	398
Total	25	270	48	343	158	171	16	345	36	295	177	508	45	273	24	342	1538
Grand Total	130	1340	192	1662	838	842	86	1766	301	1520	911	2732	119	836	104	1059	7219
Apprch %	7.8	80.6	11.6		47.5	47.7	4.9		11	55.6	33.3		11.2	78.9	9.8		
Total %	1.8	18.6	2.7	23	11.6	11.7	1.2	24.5	4.2	21.1	12.6	37.8	1.6	11.6	1.4	14.7	

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 12-7560-001 El Monte Vista-Cuesta
Site Code : 00000000
Start Date : 12/18/2012
Page No : 2

	El Monte Vista Ave Southbound				Cuesta Drive Westbound				El Monte Vista Ave Northbound				Cuesta Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	4	55	9	68	50	59	**5**	114	17	98	62	177	4	25	1	30	389
08:00	**14**	**97**	12	**123**	49	46	4	99	21	**110**	51	182	4	**45**	**12**	**61**	465
08:15	14	91	**14**	119	**52**	**80**	2	**134**	**45**	110	61	**216**	**7**	30	9	46	**515**
08:30	4	67	10	81	51	47	5	103	21	107	**74**	202	5	29	6	40	426
Total Volume	36	310	45	391	202	232	16	450	104	425	248	777	20	129	28	177	1795
% App. Total	9.2	79.3	11.5		44.9	51.6	3.6		13.4	54.7	31.9		11.3	72.9	15.8		
PHF	.643	.799	.804	.795	.971	.725	.800	.840	.578	.966	.838	.899	.714	.717	.583	.725	.871

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TRAFFIC COUNT DATA

January 2013

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 13-7013-003 El Monte-Foothill
Site Code : 00000000
Start Date : 1/9/2013
Page No : 1

Groups Printed- Unshifted

	El Monte Avenue Southbound				Foothill Expressway Westbound				El Monte Avenue Northbound				Foothill Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
14:00	3	49	19	71	10	113	17	140	143	88	34	265	35	155	154	344	820
14:15	11	62	27	100	11	96	7	114	135	79	14	228	27	120	164	311	753
14:30	10	78	24	112	19	124	22	165	121	94	21	236	28	163	196	387	900
14:45	15	73	27	115	21	110	10	141	144	74	18	236	25	155	196	376	868
Total	39	262	97	398	61	443	56	560	543	335	87	965	115	593	710	1418	3341
15:00	10	80	27	117	17	112	15	144	140	74	18	232	43	149	187	379	872
15:15	11	76	32	119	15	143	10	168	148	100	23	271	41	177	219	437	995
15:30	9	83	36	128	18	126	7	151	131	80	20	231	43	208	186	437	947
15:45	14	91	32	137	22	109	9	140	140	108	39	287	38	197	234	469	1033
Total	44	330	127	501	72	490	41	603	559	362	100	1021	165	731	826	1722	3847
Grand Total	83	592	224	899	133	933	97	1163	1102	697	187	1986	280	1324	1536	3140	7188
Apprch %	9.2	65.9	24.9		11.4	80.2	8.3		55.5	35.1	9.4		8.9	42.2	48.9		
Total %	1.2	8.2	3.1	12.5	1.9	13	1.3	16.2	15.3	9.7	2.6	27.6	3.9	18.4	21.4	43.7	

	El Monte Avenue Southbound				Foothill Expressway Westbound				El Monte Avenue Northbound				Foothill Expressway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 15:00																	
15:00	10	80	27	117	17	112	**15**	144	140	74	18	232	**43**	149	187	379	872
15:15	11	76	32	119	15	**143**	10	**168**	**148**	100	23	271	41	177	219	437	995
15:30	9	83	**36**	128	18	126	7	151	131	80	20	231	43	**208**	186	437	947
15:45	**14**	**91**	32	**137**	**22**	109	9	140	140	**108**	**39**	**287**	38	197	**234**	**469**	**1033**
Total Volume	44	330	127	501	72	490	41	603	559	362	100	1021	165	731	826	1722	3847
% App. Total	8.8	65.9	25.3		11.9	81.3	6.8		54.8	35.5	9.8		9.6	42.5	48		
PHF	.786	.907	.882	.914	.818	.857	.683	.897	.944	.838	.641	.889	.959	.879	.882	.918	.931

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 13-7013-002 El Monte-Giffin
Site Code : 00000000
Start Date : 1/9/2013
Page No : 1

Groups Printed- Unshifted

	El Monte Avenue Southbound				Covington Road Westbound				El Monte Avenue Northbound				Giffin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
14:00	19	48	1	68	14	2	8	24	4	109	29	142	2	12	4	18	252
14:15	21	78	1	100	20	5	31	56	3	74	33	110	2	15	5	22	288
14:30	18	72	2	92	20	14	33	67	7	108	33	148	1	16	6	23	330
14:45	23	89	3	115	29	11	55	95	3	82	24	109	0	9	6	15	334
Total	81	287	7	375	83	32	127	242	17	373	119	509	5	52	21	78	1204
15:00	13	92	0	105	19	9	16	44	3	90	37	130	3	11	1	15	294
15:15	13	88	2	103	37	10	30	77	2	121	24	147	0	5	4	9	336
15:30	8	90	1	99	26	8	16	50	4	107	23	134	2	7	8	17	300
15:45	3	112	0	115	22	6	13	41	6	120	23	149	0	6	4	10	315
Total	37	382	3	422	104	33	75	212	15	438	107	560	5	29	17	51	1245
Grand Total	118	669	10	797	187	65	202	454	32	811	226	1069	10	81	38	129	2449
Apprch %	14.8	83.9	1.3		41.2	14.3	44.5		3	75.9	21.1		7.8	62.8	29.5		
Total %	4.8	27.3	0.4	32.5	7.6	2.7	8.2	18.5	1.3	33.1	9.2	43.7	0.4	3.3	1.6	5.3	

	El Monte Avenue Southbound				Covington Road Westbound				El Monte Avenue Northbound				Giffin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 14:30																	
14:30	18	72	2	92	20	**14**	33	67	**7**	108	33	**148**	1	**16**	**6**	**23**	330
14:45	**23**	89	**3**	**115**	29	11	**55**	**95**	3	82	24	109	0	9	6	15	334
15:00	13	**92**	0	105	19	9	16	44	3	90	**37**	130	**3**	11	1	15	294
15:15	13	88	2	103	**37**	10	30	77	2	**121**	24	147	0	5	4	9	**336**
Total Volume	67	341	7	415	105	44	134	283	15	401	118	534	4	41	17	62	1294
% App. Total	16.1	82.2	1.7		37.1	15.5	47.3		2.8	75.1	22.1		6.5	66.1	27.4		
PHF	.728	.927	.583	.902	.709	.786	.609	.745	.536	.829	.797	.902	.333	.641	.708	.674	.963

All Traffic Data

(916) 771-8700

City of Los Altos

File Name : 13-7013-001 El Monte-Cuesta
Site Code : 00000000
Start Date : 1/9/2013
Page No : 1

Groups Printed- Unshifted

	El Monte Avenue Southbound				Cuesta Drive Westbound				El Monte Avenue Northbound				Cuesta Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
14:00	2	46	8	56	21	29	0	50	13	82	22	117	2	28	2	32	255
14:15	5	57	9	71	25	31	10	66	13	66	26	105	6	39	9	54	296
14:30	12	59	7	78	36	29	11	76	18	90	29	137	4	42	10	56	347
14:45	12	76	14	102	27	50	7	84	24	85	23	132	9	33	6	48	366
Total	31	238	38	307	109	139	28	276	68	323	100	491	21	142	27	190	1264
15:00	6	75	6	87	31	44	3	78	15	72	21	108	13	54	7	74	347
15:15	7	69	6	82	19	46	7	72	18	79	54	151	1	35	6	42	347
15:30	6	61	7	74	26	46	5	77	13	63	42	118	7	45	6	58	327
15:45	10	75	8	93	37	35	3	75	10	79	40	129	3	34	4	41	338
Total	29	280	27	336	113	171	18	302	56	293	157	506	24	168	23	215	1359
Grand Total	60	518	65	643	222	310	46	578	124	616	257	997	45	310	50	405	2623
Apprch %	9.3	80.6	10.1		38.4	53.6	8		12.4	61.8	25.8		11.1	76.5	12.3		
Total %	2.3	19.7	2.5	24.5	8.5	11.8	1.8	22	4.7	23.5	9.8	38	1.7	11.8	1.9	15.4	

	El Monte Avenue Southbound				Cuesta Drive Westbound				El Monte Avenue Northbound				Cuesta Drive Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 15:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 14:30																	
14:30	**12**	59	7	78	**36**	29	**11**	76	18	**90**	29	137	4	42	**10**	56	347
14:45	12	**76**	**14**	**102**	27	**50**	7	**84**	**24**	85	23	132	9	33	6	48	**366**
15:00	6	75	6	87	31	44	3	78	15	72	21	108	**13**	**54**	7	**74**	347
15:15	7	69	6	82	19	46	7	72	18	79	**54**	**151**	1	35	6	42	347
Total Volume	37	279	33	349	113	169	28	310	75	326	127	528	27	164	29	220	1407
% App. Total	10.6	79.9	9.5		36.5	54.5	9		14.2	61.7	24.1		12.3	74.5	13.2		
PHF	.771	.918	.589	.855	.785	.845	.636	.923	.781	.906	.588	.874	.519	.759	.725	.743	.961

TRAFFIC COUNT DATA

November 2013

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ALL TRAFFIC DATA

City of Los Altos
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 13-7691-001 San Antonio Road-Portola Avenue.ppd
Date : 11/14/2013

Unshifted Count = All Vehicles

	San Antonio Road Southbound					Portola Avenue Westbound					San Antonio Road Northbound					Portola Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	1	103	4	0	108	2	3	2	2	7	14	99	1	2	114	6	5	7	0	18	247	4
07:15	0	158	9	0	167	4	1	4	2	9	12	128	1	4	141	13	4	12	1	29	346	7
07:30	0	211	13	0	224	6	1	4	2	11	20	185	3	2	208	16	2	4	1	22	465	5
07:45	3	265	18	0	286	5	21	8	8	34	63	239	6	29	308	36	11	53	8	100	728	45
Total	4	737	44	0	785	17	26	18	14	61	109	651	11	37	771	71	22	76	10	169	1786	61
08:00	3	254	24	0	281	4	13	8	1	25	60	322	4	21	386	66	13	78	1	157	849	23
08:15	0	252	18	0	270	6	17	8	1	31	64	270	6	28	340	44	10	46	0	100	741	29
08:30	2	208	11	0	221	7	5	9	0	21	25	284	6	8	315	47	12	39	1	98	655	9
08:45	1	165	4	0	170	9	4	11	0	24	6	216	2	0	224	23	7	9	2	39	457	2
Total	6	879	57	0	942	26	39	36	2	101	155	1092	18	57	1265	180	42	172	4	394	2702	63
14:00	4	195	14	0	213	4	7	4	1	15	15	237	8	0	260	14	2	6	1	22	510	2
14:15	1	190	16	0	207	8	1	2	1	11	12	227	3	1	242	16	4	13	0	33	493	2
14:30	3	200	19	0	222	4	5	7	0	16	21	194	3	1	218	11	5	4	2	20	476	3
14:45	6	193	29	0	228	4	20	4	6	28	59	251	4	8	314	17	8	26	3	51	621	17
Total	14	778	78	0	870	20	33	17	8	70	107	909	18	10	1034	58	19	49	6	126	2100	24
15:00	7	256	20	0	283	5	5	8	0	18	74	211	16	39	301	33	18	37	5	88	690	44
15:15	10	214	11	0	235	15	5	7	10	27	34	204	3	63	241	31	5	46	15	82	585	88
15:30	7	263	16	0	286	14	7	6	7	27	16	263	4	23	283	30	10	57	4	97	693	34
15:45	4	234	15	0	253	7	1	9	2	17	32	248	6	5	286	16	3	17	0	36	592	7
Total	28	967	62	0	1057	41	18	30	19	89	156	926	29	130	1111	110	36	157	24	303	2560	173
Grand Total	52	3361	241	0	3654	104	116	101	43	321	527	3578	76	234	4181	419	119	454	44	992	9148	321
Apprch %	1.4%	92.0%	6.6%			32.4%	36.1%	31.5%			12.6%	85.6%	1.8%			42.2%	12.0%	45.8%				
Total %	0.6%	36.7%	2.6%		39.9%	1.1%	1.3%	1.1%		3.5%	5.8%	39.1%	0.8%		45.7%	4.6%	1.3%	5.0%		10.8%	100.0%	

AM PEAK HOUR	San Antonio Road Southbound					Portola Avenue Westbound					San Antonio Road Northbound					Portola Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
07:45	3	265	18		286	5	21	8		34	63	239	6		308	36	11	53		100	728
08:00	3	254	24		281	4	13	8		25	60	322	4		386	66	13	78		157	849
08:15	0	252	18		270	6	17	8		31	64	270	6		340	44	10	46		100	741
08:30	2	208	11		221	7	5	9		21	25	284	6		315	47	12	39		98	655
Total Volume	8	979	71		1058	22	56	33		111	212	1115	22		1349	193	46	216		455	2973
% App Total	0.8%	92.5%	6.7%			19.8%	50.5%	29.7%			15.7%	82.7%	1.6%			42.4%	10.1%	47.5%			
PHF	.667	.924	.740		.925	.786	.667	.917		.816	.828	.866	.917		.874	.731	.885	.692		.725	.875

PM PEAK HOUR	San Antonio Road Southbound					Portola Avenue Westbound					San Antonio Road Northbound					Portola Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 14:45 to 15:45																					
Peak Hour For Entire Intersection Begins at 14:45																					
14:45	6	193	29		228	4	20	4		28	59	251	4		314	17	8	26		51	621
15:00	7	256	20		283	5	5	8		18	74	211	16		301	33	18	37		88	690
15:15	10	214	11		235	15	5	7		27	34	204	3		241	31	5	46		82	585
15:30	7	263	16		286	14	7	6		27	16	263	4		283	30	10	57		97	693
Total Volume	30	926	76		1032	38	37	25		100	183	929	27		1139	111	41	166		318	2589
% App Total	2.9%	89.7%	7.4%			38.0%	37.0%	25.0%			16.1%	81.6%	2.4%			34.9%	12.9%	52.2%			
PHF	.750	.880	.655		.902	.633	.463	.781		.893	.618	.883	.422		.907	.841	.569	.728		.820	.934

ALL TRAFFIC DATA

City of Los Altos
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 13-7691-002 Los Altos Avenue-Portola Avenue.ppd
Date : 11/14/2013

Unshifted Count = All Vehicles

	Los Altos Avenue Southbound					Portola Avenue Westbound					Los Altos Avenue Northbound					Portola Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	2	8	0	0	10	3	2	2	0	7	1	12	7	3	20	2	2	2	2	6	43	5
07:15	3	5	0	0	8	3	1	4	0	8	1	10	7	2	18	1	5	6	0	12	46	2
07:30	3	22	1	0	26	4	1	3	0	8	1	17	10	2	28	1	3	3	0	7	69	2
07:45	13	29	1	1	43	19	3	6	0	28	1	26	26	4	53	2	4	8	1	14	138	6
Total	21	64	2	1	87	29	7	15	0	51	4	65	50	11	119	6	14	19	3	39	296	15
08:00	8	78	1	1	87	40	8	23	0	71	0	49	32	12	81	1	2	4	5	7	246	18
08:15	5	92	2	1	99	51	2	9	0	62	5	75	19	12	99	5	7	8	11	20	280	24
08:30	1	24	3	0	28	11	5	7	0	23	6	83	26	1	115	11	6	4	8	21	187	9
08:45	3	13	1	0	17	4	4	2	0	10	2	16	10	1	28	1	2	5	2	8	63	3
Total	17	207	7	2	231	106	19	41	0	166	13	223	87	26	323	18	17	21	26	56	776	54
14:00	5	34	1	0	40	10	4	4	0	18	8	27	5	2	40	3	8	8	2	19	117	4
14:15	4	43	3	0	50	14	8	1	0	23	6	30	16	8	52	2	9	3	14	14	139	22
14:30	2	49	5	0	56	17	2	2	0	21	6	54	10	6	70	0	5	3	7	8	155	13
14:45	7	39	3	1	49	18	2	4	0	24	2	61	30	12	93	2	4	4	13	10	176	26
Total	18	165	12	1	195	59	16	11	0	86	22	172	61	28	255	7	26	18	36	51	587	65
15:00	7	27	5	0	39	28	4	14	2	46	14	46	22	23	82	3	8	10	8	21	188	33
15:15	1	30	2	0	33	22	3	11	0	36	8	24	7	3	39	2	2	7	3	11	119	6
15:30	6	18	3	2	27	23	1	12	0	36	5	29	11	5	45	2	6	4	3	12	120	10
15:45	6	29	6	1	41	8	2	11	0	21	6	28	9	3	43	2	3	7	5	12	117	9
Total	20	104	16	3	140	81	10	48	2	139	33	127	49	34	209	9	19	28	19	56	544	58
Grand Total	76	540	37	7	653	275	52	115	2	442	72	587	247	99	906	40	76	86	84	202	2203	192
Apprch %	11.6%	82.7%	5.7%			62.2%	11.8%	26.0%			7.9%	64.8%	27.3%			19.8%	37.6%	42.6%				
Total %	3.4%	24.5%	1.7%		29.6%	12.5%	2.4%	5.2%		20.1%	3.3%	26.6%	11.2%		41.1%	1.8%	3.4%	3.9%		9.2%	100.0%	

AM PEAK HOUR	Los Altos Avenue Southbound					Portola Avenue Westbound					Los Altos Avenue Northbound					Portola Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
07:45	13	29	1		43	19	3	6		28	1	26	26		53	2	4	8		14	138
08:00	8	78	1		87	40	8	23		71	0	49	32		81	1	2	4		7	246
08:15	5	92	2		99	51	2	9		62	5	75	19		99	5	7	8		20	280
08:30	1	24	3		28	11	5	7		23	6	83	26		115	11	6	4		21	187
Total Volume	27	223	7		257	121	18	45		184	12	233	103		348	19	19	24		62	851
% App Total	10.5%	86.8%	2.7%			65.8%	9.8%	24.5%			3.4%	67.0%	29.6%			30.6%	30.6%	38.7%			
PHF	.519	.606	.583		.649	.593	.563	.489		.648	.500	.702	.805		.757	.432	.679	.750		.738	.760

PM PEAK HOUR	Los Altos Avenue Southbound					Portola Avenue Westbound					Los Altos Avenue Northbound					Portola Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 14:15 to 15:15																					
Peak Hour For Entire Intersection Begins at 14:15																					
14:15	4	43	3		50	14	8	1		23	6	30	16		52	2	9	3		14	139
14:30	2	49	5		56	17	2	2		21	6	54	10		70	0	5	3		8	155
14:45	7	39	3		49	18	2	4		24	2	61	30		93	2	4	4		10	176
15:00	7	27	5		39	28	4	14		46	14	46	22		82	3	8	10		21	188
Total Volume	20	158	16		194	77	16	21		114	28	191	78		297	7	26	20		53	658
% App Total	10.3%	81.4%	8.2%			67.5%	14.0%	18.4%			9.4%	64.3%	26.3%			13.2%	49.1%	37.7%			
PHF	.714	.806	.800		.866	.688	.500	.375		.620	.500	.783	.650		.798	.583	.722	.500		.631	.875

ALL TRAFFIC DATA

City of Los Altos
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 13-7691-003 Miramonte Avenue-Covington Road.ppd
Date : 11/14/2013

Unshifted Count = All Vehicles

	Miramonte Avenue Southbound					Covington Road Westbound					Miramonte Avenue Northbound					Covington Road Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	6	24	8	0	38	5	7	21	2	33	2	79	10	2	91	22	19	1	0	42	204	4
07:15	20	32	16	0	68	5	14	30	1	49	0	111	10	1	121	62	46	1	0	109	347	2
07:30	13	60	15	0	88	4	43	35	0	82	2	108	6	0	116	39	37	3	0	79	365	0
07:45	35	58	4	0	97	4	37	37	0	78	6	69	9	0	84	14	62	2	0	78	337	0
Total	74	174	43	0	291	18	101	123	3	242	10	367	35	3	412	137	164	7	0	308	1253	6
08:00	18	45	10	0	73	7	56	41	1	104	7	70	15	6	92	12	42	2	2	56	325	9
08:15	22	54	14	0	90	7	48	30	2	85	4	74	17	1	95	24	41	5	0	70	340	3
08:30	14	41	9	0	64	6	25	13	1	44	4	92	12	0	108	32	30	14	0	76	292	1
08:45	9	48	8	0	65	5	25	11	0	41	1	81	12	0	94	27	33	4	3	64	264	3
Total	63	188	41	0	292	25	154	95	4	274	16	317	56	7	389	95	146	25	5	266	1221	16
14:00	17	54	11	0	82	10	53	34	0	97	3	45	5	0	53	12	27	4	2	43	275	2
14:15	14	54	12	0	80	9	20	14	2	43	4	64	3	0	71	17	17	6	0	40	234	2
14:30	14	75	17	0	106	5	31	15	0	51	5	73	2	0	80	19	26	5	0	50	287	0
14:45	15	75	20	0	110	4	33	9	3	46	4	48	4	0	56	17	20	9	3	46	258	6
Total	60	258	60	0	378	28	137	72	5	237	16	230	14	0	260	65	90	24	5	179	1054	10
15:00	21	54	11	0	86	2	34	17	2	53	3	52	6	2	61	15	35	12	0	62	262	4
15:15	17	72	12	0	101	7	32	22	1	61	5	72	8	2	85	12	26	7	0	45	292	3
15:30	19	74	10	0	103	15	45	20	1	80	7	75	7	0	89	15	29	7	0	51	323	1
15:45	15	72	15	0	102	16	46	14	0	76	6	55	6	1	67	16	20	11	1	47	292	2
Total	72	272	48	0	392	40	157	73	4	270	21	254	27	5	302	58	110	37	1	205	1169	10
Grand Total	269	892	192	0	1353	111	549	363	16	1023	63	1168	132	15	1363	355	510	93	11	958	4697	42
Apprch %	19.9%	65.9%	14.2%			10.9%	53.7%	35.5%			4.6%	85.7%	9.7%			37.1%	53.2%	9.7%				
Total %	5.7%	19.0%	4.1%		28.8%	2.4%	11.7%	7.7%		21.8%	1.3%	24.9%	2.8%		29.0%	7.6%	10.9%	2.0%		20.4%	100.0%	

AM PEAK HOUR	Miramonte Avenue Southbound					Covington Road Westbound					Miramonte Avenue Northbound					Covington Road Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
07:15	20	32	16		68	5	14	30		49	0	111	10		121	62	46	1		109	347
07:30	13	60	15		88	4	43	35		82	2	108	6		116	39	37	3		79	365
07:45	35	58	4		97	4	37	37		78	6	69	9		84	14	62	2		78	337
08:00	18	45	10		73	7	56	41		104	7	70	15		92	12	42	2		56	325
Total Volume	86	195	45		326	20	150	143		313	15	358	40		413	127	187	8		322	1374
% App Total	26.4%	59.8%	13.8%			6.4%	47.9%	45.7%			3.6%	86.7%	9.7%			39.4%	58.1%	2.5%			
PHF	.614	.813	.703		.840	.714	.670	.872		.752	.536	.806	.667		.853	.512	.754	.667		.739	.941

PM PEAK HOUR	Miramonte Avenue Southbound					Covington Road Westbound					Miramonte Avenue Northbound					Covington Road Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 15:00 to 16:00																					
Peak Hour For Entire Intersection Begins at 15:00																					
15:00	21	54	11		86	2	34	17		53	3	52	6		61	15	35	12		62	262
15:15	17	72	12		101	7	32	22		61	5	72	8		85	12	26	7		45	292
15:30	19	74	10		103	15	45	20		80	7	75	7		89	15	29	7		51	323
15:45	15	72	15		102	16	46	14		76	6	55	6		67	16	20	11		47	292
Total Volume	72	272	48		392	40	157	73		270	21	254	27		302	58	110	37		205	1169
% App Total	18.4%	69.4%	12.2%			14.8%	58.1%	27.0%			7.0%	84.1%	8.9%			28.3%	53.7%	18.0%			
PHF	.857	.919	.800		.951	.625	.853	.830		.844	.750	.847	.844		.848	.906	.786	.771		.827	.905

ALL TRAFFIC DATA

City of Los Altos
All Vehicles on Unshifted
Peds & Bikes on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 13-7691-004 Grant Road-Covington Road.ppd
Date : 11/14/2013

Unshifted Count = All Vehicles

	Grant Road Southbound					Covington Road Westbound					Grant Road Northbound					Covington Road Eastbound						
START TIME	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	Total	Ped Total
07:00	3	35	9	0	47	1	3	7	0	11	14	151	1	0	166	21	2	14	0	37	261	0
07:15	11	90	15	0	116	7	10	15	0	32	30	204	0	1	234	68	2	12	2	82	464	3
07:30	13	152	31	0	196	8	22	19	0	49	34	191	2	0	227	33	5	17	0	55	527	0
07:45	27	172	27	0	226	4	20	9	1	33	18	167	5	2	190	39	26	38	0	103	552	3
Total	54	449	82	0	585	20	55	50	1	125	96	713	8	3	817	161	35	81	2	277	1804	6
08:00	23	108	26	0	157	5	37	16	0	58	57	227	2	1	286	30	14	19	0	63	564	1
08:15	11	70	20	0	101	1	12	14	0	27	33	175	1	0	209	46	3	39	0	88	425	0
08:30	5	84	19	0	108	4	15	11	0	30	14	224	3	0	241	33	8	16	1	57	436	1
08:45	10	80	20	0	110	2	11	13	1	26	13	212	1	0	226	44	3	10	1	57	419	2
Total	49	342	85	0	476	12	75	54	1	141	117	838	7	1	962	153	28	84	2	265	1844	4
14:00	13	111	32	0	156	4	56	11	0	71	27	164	6	0	197	21	13	19	0	53	477	0
14:15	23	129	23	0	175	3	9	10	1	22	9	136	6	1	151	17	3	16	0	36	384	2
14:30	18	202	34	0	254	2	9	8	0	19	26	132	4	0	162	14	8	20	1	42	477	1
14:45	21	222	31	0	274	5	4	11	0	20	15	149	4	0	168	10	6	14	0	30	492	0
Total	75	664	120	0	859	14	78	40	1	132	77	581	20	1	678	62	30	69	1	161	1830	3
15:00	17	159	28	0	204	4	5	4	0	13	28	132	5	1	165	24	6	40	0	70	452	1
15:15	13	218	30	0	261	3	10	10	1	23	15	162	2	1	179	16	9	26	0	51	514	2
15:30	29	234	38	0	301	3	8	5	2	16	22	138	4	0	164	22	8	25	3	55	536	5
15:45	18	232	50	0	300	4	9	10	0	23	19	123	5	0	147	22	3	22	0	47	517	0
Total	77	843	146	0	1066	14	32	29	3	75	84	555	16	2	655	84	26	113	3	223	2019	8
Grand Total	255	2298	433	0	2986	60	240	173	6	473	374	2687	51	7	3112	460	119	347	8	926	7497	21
Apprch %	8.5%	77.0%	14.5%			12.7%	50.7%	36.6%			12.0%	86.3%	1.6%			49.7%	12.9%	37.5%				
Total %	3.4%	30.7%	5.8%		39.8%	0.8%	3.2%	2.3%		6.3%	5.0%	35.8%	0.7%		41.5%	6.1%	1.6%	4.6%		12.4%	100.0%	

AM PEAK HOUR	Grant Road Southbound					Covington Road Westbound					Grant Road Northbound					Covington Road Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 07:15 to 08:15																					
Peak Hour For Entire Intersection Begins at 07:15																					
07:15	11	90	15		116	7	10	15		32	30	204	0		234	68	2	12		82	464
07:30	13	152	31		196	8	22	19		49	34	191	2		227	33	5	17		55	527
07:45	27	172	27		226	4	20	9		33	18	167	5		190	39	26	38		103	552
08:00	23	108	26		157	5	37	16		58	57	227	2		286	30	14	19		63	564
Total Volume	74	522	99		695	24	89	59		172	139	789	9		937	170	47	86		303	2107
% App Total	10.6%	75.1%	14.2%			14.0%	51.7%	34.3%			14.8%	84.2%	1.0%			56.1%	15.5%	28.4%			
PHF	.685	.759	.798		.769	.750	.601	.776		.741	.610	.869	.450		.819	.625	.452	.566		.735	.934

PM PEAK HOUR	Grant Road Southbound					Covington Road Westbound					Grant Road Northbound					Covington Road Eastbound					
START TIME	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	LEFT	THRU	RIGHT		APP.TOTAL	Total
Peak Hour Analysis From 15:00 to 16:00																					
Peak Hour For Entire Intersection Begins at 15:00																					
15:00	17	159	28		204	4	5	4		13	28	132	5		165	24	6	40		70	452
15:15	13	218	30		261	3	10	10		23	15	162	2		179	16	9	26		51	514
15:30	29	234	38		301	3	8	5		16	22	138	4		164	22	8	25		55	536
15:45	18	232	50		300	4	9	10		23	19	123	5		147	22	3	22		47	517
Total Volume	77	843	146		1066	14	32	29		75	84	555	16		655	84	26	113		223	2019
% App Total	7.2%	79.1%	13.7%			18.7%	42.7%	38.7%			12.8%	84.7%	2.4%			37.7%	11.7%	50.7%			
PHF	.664	.901	.730		.885	.875	.800	.725		.815	.750	.856	.800		.915	.875	.722	.706		.796	.942

PROJECT TRAVEL DEMAND

Typical BCS School Days

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BCS Students and Faculty/Staff (Proposed Project)
(Using Mode Split for Students and for Faculty/Staff)

Existing - Egan Campus (highest # of students & faculty/staff); 7:45-8:45 Peak Hour
Start Time varies (7:40; 7:45; 8:15; 8:35; 11:25)

Students =	537	A range of 395 to 493 students arrive in peak hour (Source: BCS)
Students =	493	Assume max student (see above)
Faculty/Staff =	57	78 BCS total (50-57 at Egan and 21-28 at Blach); 92% arrive in peak hour (493/537)
AM VTE (students) =	616	
AM VTE (faculty/staff) =	52	
AM Peak VTE =	668	

2015-16 and beyond - Egan Campus (highest # of students & faculty/staff); 7:45-8:45 Peak Hour
Start Time varies (7:40; 7:45; 8:15; 8:35; 11:25)

Students =	750	A range of students arrive in peak hour (assume same percent as 2014-15)
Students =	689	Assume max student (see above)
Faculty/Staff =	80	92% arrive in peak hour (493/537)
AM VTE (students) =	860	
AM VTE (faculty/staff) =	74	
AM Peak VTE =	934	

Existing - Blach Campus (highest # of students & faculty/staff); 7:15-8:15 Peak Hour
Start Time at 7:10 and 8:00

Students =	172	A range of 96 to 132 students arrive in peak hour (Source: BCS)
Students =	132	Assume max student (see above)
Faculty/Staff =	28	78 BCS total (21-28 at Blach and 50-57 at Egan); 77% arrive in peak hour (132/172)
AM VTE (students) =	165	
AM VTE (faculty/staff) =	22	
AM Peak VTE =	187	

2015-16 and beyond - Blach Campus (highest # of students & faculty/staff); 7:15-8:15 Peak Hour
Start Time at 7:10 and 8:00

Students =	500	A range of students arrive in peak hour (assume same percent as 2014-15)
Students =	384	Assume max student (see above)
Faculty/Staff =	81	Assumed same faculty/staff to students ratio; 77% arrive in peak hour
AM VTE (students) =	452	Removal of Stepping Stones Preschool (14 Inbound + 14 Outbound Student Trips in Peak Hou
AM VTE (faculty/staff) =	60	Removal of Stepping Stones Preschool (2 Faculty/Staff in Peak Hour)
AM Peak VTE =	512	

Net Change - Egan Campus
AM Peak VTE = 265

Net Change - Blach Campus
AM Peak VTE = 326

Inbound =	**182**	Drivers of Students + Teachers/Staff, with 50% to/from Miramonte/Covington; other half to/from Grant/Covington
Outbound =	**144**	Drivers of Students, with 50% to/from Miramonte/Covington; other half to/from Grant/Covington
Total (Blach) =	**326**	

Inbound =	**143**	Drivers of Students + Teachers/Staff, with 75% to/from San Antonio/Portola, and 25% to/from Los Altos/Portola
Outbound =	**122**	Drivers of Students, with 75% to/from San Antonio/Portola, and 25% to/from Los Altos/Portola
Total (Egan) =	**265**	

Inbound =	**21**	Stepping Stones (Drivers of children + staff) relocated from Blach campus
Outbound =	**16**	Stepping Stones (Drivers of children) relocated from Blach campus
Total (Covington) =	**37**	

AM PEAK HOUR (3)	Miramonte Avenue Southbound				Covington Road Westbound				Miramonte Avenue Northbound				Covington Road Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
07:15	20	32	16	68	5	14	30	49	0	111	10	121	62	46	1	109	347
07:30	13	60	15	88	4	43	35	82	2	108	6	116	39	37	3	79	365
07:45	35	58	4	97	4	37	37	78	6	69	9	84	14	62	2	78	337
08:00	18	45	10	73	7	56	41	104	7	70	15	92	12	42	2	56	325
Total Volume	**86**	**195**	**45**	**326**	**20**	**150**	**143**	**313**	**15**	**358**	**40**	**413**	**127**	**187**	**8**	**322**	**1374**
Project Trips	27.3				28.8	21.6	21.6				36.4			27.3		27.3	**163.0**
Existing + Project	**113**	**195**	**45**		**49**	**172**	**165**		**15**	**358**	**76**		**127**	**214**	**8**		
Cumulative (2020)	**87**	**198**	**46**	331	**20**	**152**	**145**	317	**15**	**363**	**41**	419	**129**	**190**	**8**	327	
Cumul + Project	**115**	**198**	**46**	358	**49**	**174**	**167**	389	**15**	**363**	**77**	455	**129**	**217**	**8**	354	

AM PEAK HOUR (4)	Grant Road Southbound				Covington Road Westbound				Grant Road Northbound				Covington Road Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
07:15	11	90	15	116	7	10	15	32	30	204	0	234	68	2	12	82	464
07:30	13	152	31	196	8	22	19	49	34	191	2	227	33	5	17	55	527
07:45	27	172	27	226	4	20	9	33	18	167	5	190	39	26	38	103	552
08:00	23	108	26	157	5	37	16	58	57	227	2	286	30	14	19	63	564
Total Volume	**74**	**522**	**99**	**695**	**24**	**89**	**59**	**172**	**139**	**789**	**9**	**937**	**170**	**47**	**86**	**303**	**2107**
Project Trips			27.3			18.2				45.5			21.6	14.4	36.0		**163.0**
Existing + Project	**74**	**522**	**126**		**24**	**107**	**59**		**185**	**789**	**9**		**192**	**61**	**122**		
Cumulative (2020)	**75**	**529**	**100**	705	**24**	**90**	**60**	174	**141**	**800**	**9**	950	**172**	**48**	**87**	307	
Cumul + Project	**75**	**529**	**128**	732	**24**	**108**	**60**	193	**186**	**800**	**9**	996	**194**	**62**	**123**	379	

AM PEAK HOUR (1)	San Antonio Road Southbound				Portola Avenue Westbound				San Antonio Road Northbound				Portola Avenue Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
07:45	3	265	18	286	5	21	8	34	63	239	6	308	36	11	53	100	728
08:00	3	254	24	281	4	13	8	25	60	322	4	386	66	13	78	157	849
08:15	0	252	18	270	6	17	8	31	64	270	6	340	44	10	46	100	741
08:30	2	208	11	221	7	5	9	21	25	284	6	315	47	12	39	98	655
Total Volume	**8**	**979**	**71**	**1058**	**22**	**56**	**33**	**111**	**212**	**1115**	**22**	**1349**	**193**	**46**	**216**	**455**	**2973**
Project Trips			22.5			17.7				67.0			19.2	15.1	57.2	91.5	**198.8**
Existing + Project	**8**	**979**	**94**		**22**	**74**	**33**		**279**	**1115**	**22**		**212**	**61**	**273**	**547**	
Cumulative (2020)	**8**	**993**	**72**	1073	**22**	**57**	**33**	113	**215**	**1131**	**22**	1368	**196**	**47**	**219**	461	
Cumul + Project	**8**	**993**	**95**	1095	**22**	**74**	**33**	130	**282**	**1131**	**22**	1435	**215**	**62**	**276**	553	

AM PEAK HOUR (2)	Los Altos Avenue Southbound				Portola Avenue Westbound				Los Altos Avenue Northbound				Portola Avenue Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
07:45	13	29	1	43	19	3	6	28	1	26	26	53	2	4	8	14	138
08:00	8	78	1	87	40	8	23	71	0	49	32	81	1	2	4	7	246
08:15	5	92	2	99	51	2	9	62	5	75	19	99	5	7	8	20	280
08:30	1	24	3	28	11	5	7	23	6	83	26	115	11	6	4	21	187
Total Volume	**27**	**223**	**7**	**257**	**121**	**18**	**45**	**184**	**12**	**233**	**103**	**348**	**19**	**19**	**24**	**62**	**851**
Project Trips	6.4				21.0	4.0	5.5				24.7			4.6			**66.3**
Existing + Project	**33**	**223**	**7**		**142**	**22**	**50**		**12**	**233**	**128**		**19**	**24**	**24**		
Cumulative (2020)	**27**	**226**	**7**	261	**123**	**18**	**46**	187	**12**	**236**	**104**	353	**19**	**19**	**24**	63	
Cumul + Project	**34**	**226**	**7**	267	**144**	**22**	**51**	217	**12**	**236**	**129**	378	**19**	**24**	**24**	68	

AM PEAK HOUR (5)	El Monte Avenue Southbound				Foothill Expressway Westbound				El Monte Avenue Northbound				Foothill Expressway Eastbound				
12/18/2012	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
07:45	2	68	56	126	29	308	20	357	194	155	11	360	34	56	109	199	1042
08:00	8	72	67	147	31	333	35	399	181	152	14	347	34	67	120	221	1114
08:15	5	93	96	194	23	311	31	365	212	155	9	376	28	96	121	245	1180
08:30	9	63	80	152	26	303	20	349	205	146	8	359	30	93	117	240	1100
Total Volume	**24**	**296**	**299**	**619**	**109**	**1255**	**106**	**1470**	**792**	**608**	**42**	**1442**	**126**	**312**	**467**	**905**	**4436**
Project Trips	4.0	4.0	4.0				5.3			5.3			5.3				**27.8**
Existing + Project	**28**	**300**	**303**		**109**	**1255**	**111**		**792**	**613**	**42**		**131**	**312**	**467**		
Cumulative (2020)	**24**	**300**	**303**	628	**111**	**1273**	**107**	1491	**803**	**617**	**43**	1462	**128**	**316**	**474**	918	
Cumul + Project	**28**	**304**	**307**	640	**111**	**1273**	**113**	1496	**803**	**622**	**43**	1468	**133**	**316**	**474**	923	

AM PEAK HOUR (6)	El Monte Avenue Southbound				Covington Road Westbound				El Monte Avenue Northbound				Giffin Road Eastbound				
12/18/2012	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
07:45	2	103	2	107	22	5	9	36	2	179	29	210	1	5	4	10	363
08:00	15	115	1	131	28	4	25	57	7	150	61	218	1	27	3	31	437
08:15	37	133	2	172	63	12	91	166	4	157	55	216	1	42	2	45	599
08:30	7	115	2	124	29	11	28	68	3	166	29	198	1	6	5	12	402
Total Volume	**61**	**466**	**7**	**534**	**142**	**32**	**153**	**327**	**16**	**652**	**174**	**842**	**4**	**80**	**14**	**98**	**1801**
Project Trips	5.3				12.0		4.0				15.8						**37.0**
Existing + Project	**66**	**466**	**7**		**154**	**32**	**157**		**16**	**652**	**190**		**4**	**80**	**14**		
Cumulative (2020)	**62**	**473**	**7**	542	**144**	**32**	**155**	332	**16**	**661**	**176**	854	**4**	**81**	**14**	99	
Cumul + Project	**67**	**473**	**7**	547	**156**	**32**	**159**	348	**16**	**661**	**192**	870	**4**	**81**	**14**	99	

AM PEAK HOUR (7)	El Monte Avenue Southbound				Cuesta Drive Westbound				El Monte Avenue Northbound				Cuesta Drive Eastbound				
12/18/2012	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
07:45	4	55	9	68	50	59	5	114	17	98	62	177	4	25	1	30	389
08:00	14	97	12	123	49	46	4	99	21	110	51	182	4	45	12	61	465
08:15	14	91	14	119	52	80	2	134	45	110	61	216	7	30	9	46	515
08:30	4	67	10	81	51	47	5	103	21	107	74	202	5	29	6	40	426
Total Volume	**36**	**310**	**45**	**391**	**202**	**232**	**16**	**450**	**104**	**425**	**248**	**777**	**20**	**129**	**28**	**177**	**1795**
Project Trips		5.3								4.0							**9.3**
Existing + Project	**36**	**315**	**45**		**202**	**232**	**16**		**104**	**429**	**248**		**20**	**129**	**28**		
Cumulative (2020)	**37**	**314**	**46**	397	**205**	**235**	**16**	456	**105**	**431**	**251**	788	**20**	**131**	**28**	179	
Cumul + Project	**37**	**320**	**46**	402	**205**	**235**	**16**	456	**105**	**435**	**251**	792	**20**	**131**	**28**	179	

BCS Students and Faculty/Staff (Proposed Project)
(Using Mode Split for Students and for Faculty/Staff)

Existing - Egan Campus (highest # of students & faculty/staff); 2:45-3:45 (Portola/San Antonio)
End Time = varies (3:10; 3:15; 4:15; 4:30; 6:00)

Students =	537	A range of 244 to 392 students depart in peak hour (Source: BCS)
Students =	392	Assume max student (see above)
Faculty/Staff =	**57**	**78 BCS total (50-57 at Egan and 21-28 at Blach);** 0% depart in peak hour
PM VTE (students) =	490	
PM VTE (faculty/staff) =	0	
PM Peak VTE =	490	

Existing - Blach Campus (highest # of students & faculty/staff); 3:00-4:00
End Time = varies (3:29; 4:30)

Students =	172	A range of 72 to 96 students depart in peak hour (Source: BCS)
Students =	96	Assume max student (see above)
Faculty/Staff =	**28**	**78 BCS total (21-28 at Blach and 50-57 at Egan);** 0% depart in peak hour
PM VTE (students) =	120	
PM VTE (faculty/staff) =	0	
PM Peak VTE =	120	

2015-16 and beyond - Egan Campus (highest # of students & faculty/staff); 2:45-3:45 (Portola/San Antonio)
End Time = varies (3:10; 3:15; 4:15; 4:30; 6:00)

Students =	750	A range of 341 to 547 students arrive in peak hour (assume same percent as 2014-15)
Students =	547	Assume max student (see above)
Faculty/Staff =	**80**	
PM VTE (students) =	**684**	
PM VTE (faculty/staff) =	0	
PM Peak VTE =	**684**	

2015-16 and beyond - Blach Campus (highest # of students & faculty/staff); 3:00-4:00
End Time = varies (3:29; 4:30)

Students =	500	A range of 209 to 279 students arrive in peak hour (assume same percent as 2014-15)
Students =	279	Assume max student (see above)
Faculty/Staff =	**81**	
PM VTE (students) =	338	Removal of Stepping Stones Preschool (5 Inbound + 5 Outbound Student Trips in Peak Hour)
PM VTE (faculty/staff) =	0	No Stepping Stones Preschool Faculty/Staff trips during this Peak Hour
PM Peak VTE =	338	

Net Change - Egan Campus
PM Peak VTE = 194

Net Change - Blach Campus
PM Peak VTE = 218

Inbound =	**109**	Drivers of Students + Teachers/Staff, with 50% to/from Miramonte/Covington; other half to/from Grant/Covington
Outbound =	**109**	Drivers of Students, with 50% to/from Miramonte/Covington; other half to/from Grant/Covington
Total (Blach) =	**218**	

Inbound =	**97**	Drivers of Students, with 75% to/from San Antonio/Portola, and 25% to/from Los Altos/Portola
Outbound =	**97**	Drivers of Students + Teachers/Staff, with 75% to/from San Antonio/Portola, and 25% to/from Los Altos/Portola
Total (Egan) =	**194**	

Inbound =	**5**	Stepping Stones (Drivers of children + staff) relocated from Blach campus
Outbound =	**5**	Stepping Stones (Drivers of children) relocated from Blach campus
Total (Covington) =	**10**	

SCHOOL PM PEAK HOUR (3)	Miramonte Avenue Southbound				Covington Road Westbound				Miramonte Avenue Northbound				Covington Road Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
15:00	21	54	11	86	2	34	17	53	3	52	6	61	15	35	12	62	262
15:15	17	72	12	101	7	32	22	61	5	72	8	85	12	26	7	45	292
15:30	19	74	10	103	15	45	20	80	7	75	7	89	15	29	7	51	323
15:45	15	72	15	102	16	46	14	76	6	55	6	67	16	20	11	47	292
Total Volume	**72**	**272**	**48**	**392**	**40**	**157**	**73**	**270**	**21**	**254**	**27**	**302**	**58**	**110**	**37**	**205**	**1169**
Project Trips	16.4				21.8	16.4	16.4				21.8			16.4			**109.0**
Existing + Project	**88**	**272**	**48**		**62**	**173**	**89**		**21**	**254**	**49**		**58**	**126**	**37**		
Cumulative (2020)	**73**	**276**	**49**	398	**41**	**159**	**74**	274	**21**	**258**	**27**	306	**59**	**112**	**38**	208	
Cumul + Project	**89**	**276**	**49**	414	**62**	**176**	**90**	328	**21**	**258**	**49**	328	**59**	**128**	**38**	224	

SCHOOL PM PEAK HOUR (4)	Grant Road Southbound				Covington Road Westbound				Grant Road Northbound				Covington Road Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
15:00	17	159	28	204	4	5	4	13	28	132	5	165	24	6	40	70	452
15:15	13	218	30	261	3	10	10	23	15	162	2	179	16	9	26	51	514
15:30	29	234	38	301	3	8	5	16	22	138	4	164	22	8	25	55	536
15:45	18	232	50	300	4	9	10	23	19	123	5	147	22	3	22	47	517
Total Volume	**77**	**843**	**146**	**1066**	**14**	**32**	**29**	**75**	**84**	**555**	**16**	**655**	**84**	**26**	**113**	**223**	**2019**
Project Trips			16.4			10.9				27.3			16.4	10.9	27.3		**109.0**
Existing + Project	**77**	**843**	**162**		**14**	**43**	**29**		**111**	**555**	**16**		**100**	**37**	**140**		
Cumulative (2020)	**78**	**855**	**148**	1081	**14**	**32**	**29**	76	**85**	**563**	**16**	664	**85**	**26**	**115**	226	
Cumul + Project	**78**	**855**	**164**	1097	**14**	**43**	**29**	87	**112**	**563**	**16**	691	**102**	**37**	**142**	281	

SCHOOL PM PEAK HOUR (1)	San Antonio Road Southbound				Portola Avenue Westbound				San Antonio Road Northbound				Portola Avenue Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
14:45	6	193	29	228	4	20	4	28	59	251	4	314	17	8	26	51	621
15:00	7	256	20	283	5	5	8	18	74	211	16	301	33	18	37	88	690
15:15	10	214	11	235	15	5	7	27	34	204	3	241	31	5	46	82	585
15:30	7	263	16	286	14	7	6	27	16	263	4	283	30	10	57	97	693
Total Volume	**30**	**926**	**76**	**1032**	**38**	**37**	**25**	**100**	**183**	**929**	**27**	**1139**	**111**	**41**	**166**	**318**	**2589**
Project Trips			15.3			12.0				45.5			15.3	12.0	45.5	72.75	**72.8**
Existing + Project	**30**	**926**	**91**		**38**	**49**	**25**		**228**	**929**	**27**		**126**	**53**	**211**	**391**	
Cumulative (2020)	**30**	**939**	**77**	1047	**39**	**38**	**25**	101	**186**	**942**	**27**	1155	**113**	**42**	**168**	322	
Cumul + Project	**30**	**939**	**92**	1062	**39**	**50**	**25**	113	**231**	**942**	**27**	1201	**128**	**54**	**214**	395	

SCHOOL PM PEAK HOUR (2)	Los Altos Avenue Southbound				Portola Avenue Westbound				Los Altos Avenue Northbound				Portola Avenue Eastbound				
11/14/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
14:15	4	43	3	50	14	8	1	23	6	30	16	52	2	9	3	14	139
14:30	2	49	5	56	17	2	2	21	6	54	10	70	0	5	3	8	155
14:45	7	39	3	49	18	2	4	24	2	61	30	93	2	4	4	10	176
15:00	7	27	5	39	28	4	14	46	14	46	22	82	3	8	10	21	188
Total Volume	**20**	**158**	**16**	**194**	**77**	**16**	**21**	**114**	**28**	**191**	**78**	**297**	**7**	**26**	**20**	**53**	**658**
Project Trips	4.4				16.7	3.2	4.4				16.7			3.2			**48.5**
Existing + Project	**24**	**158**	**16**		**94**	**19**	**25**		**28**	**191**	**95**		**7**	**29**	**20**		
Cumulative (2020)	**20**	**160**	**16**	197	**78**	**16**	**21**	116	**28**	**194**	**79**	301	**7**	**26**	**20**	54	
Cumul + Project	**25**	**160**	**16**	201	**95**	**19**	**26**	140	**28**	**194**	**96**	318	**7**	**30**	**20**	57	

SCHOOL PM PEAK HOUR (5)	El Monte Avenue Southbound				Foothill Expressway Westbound				El Monte Avenue Northbound				Foothill Expressway Eastbound				
1/9/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
15:00	10	80	27	117	17	112	15	144	140	74	18	232	43	149	187	379	872
15:15	11	76	32	119	15	143	10	168	148	100	23	271	41	177	219	437	995
15:30	9	83	36	128	18	126	7	151	131	80	20	231	43	208	186	437	947
15:45	14	91	32	137	22	109	9	140	140	108	39	287	38	197	234	469	1033
Total Volume	**44**	**330**	**127**	**501**	**72**	**490**	**41**	**603**	**559**	**362**	**100**	**1021**	**165**	**731**	**826**	**1722**	**3847**
Project Trips	1.3	1.3	1.3				1.3			1.3			1.3				**7.5**
Existing + Project	**45**	**331**	**128**		**72**	**490**	**42**		**559**	**363**	**100**		**166**	**731**	**826**		
Cumulative (2020)	**45**	**335**	**129**	508	**73**	**497**	**42**	611	**567**	**367**	**101**	1035	**167**	**741**	**838**	1746	
Cumul + Project	**46**	**336**	**130**	512	**73**	**497**	**43**	613	**567**	**368**	**101**	1037	**169**	**741**	**838**	1748	

SCHOOL PM PEAK HOUR (6)	El Monte Avenue Southbound				Covington Road Westbound				El Monte Avenue Northbound				Giffin Road Eastbound				
1/9/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
14:30	18	72	2	92	20	14	33	67	7	108	33	148	1	16	6	23	330
14:45	23	89	3	115	29	11	55	95	3	82	24	109	0	9	6	15	334
15:00	13	92	0	105	19	9	16	44	3	90	37	130	3	11	1	15	294
15:15	13	88	2	103	37	10	30	77	2	121	24	147	0	5	4	9	336
Total Volume	**67**	**341**	**7**	**415**	**105**	**44**	**134**	**283**	**15**	**401**	**118**	**534**	**4**	**41**	**17**	**62**	**1294**
Project Trips	1.3				3.8		1.3				3.8						**10.0**
Existing + Project	**68**	**341**	**7**		**109**	**44**	**135**		**15**	**401**	**122**		**4**	**41**	**17**		
Cumulative (2020)	**68**	**346**	**7**	421	**106**	**45**	**136**	287	**15**	**407**	**120**	542	**4**	**42**	**17**	63	
Cumul + Project	**69**	**346**	**7**	422	**110**	**45**	**137**	292	**15**	**407**	**123**	545	**4**	**42**	**17**	63	

SCHOOL PM PEAK HOUR (7)	El Monte Avenue Southbound				Cuesta Drive Westbound				El Monte Avenue Northbound				Cuesta Drive Eastbound				
1/9/2013	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	LEFT	THRU	RIGHT	APP.TOTAL	Total
14:30	12	59	7	78	36	29	11	76	18	90	29	137	4	42	10	56	347
14:45	12	76	14	102	27	50	7	84	24	85	23	132	9	33	6	48	366
15:00	6	75	6	87	31	44	3	78	15	72	21	108	13	54	7	74	347
15:15	7	69	6	82	19	46	7	72	18	79	54	151	1	35	6	42	347
Total Volume	**37**	**279**	**33**	**349**	**113**	**169**	**28**	**310**	**75**	**326**	**127**	**528**	**27**	**164**	**29**	**220**	**1407**
Project Trips		1.3								1.3							**2.5**
Existing + Project	**37**	**280**	**33**		**113**	**169**	**28**		**75**	**327**	**127**		**27**	**164**	**29**		
Cumulative (2020)	**38**	**283**	**33**	354	**115**	**171**	**28**	314	**76**	**331**	**129**	535	**27**	**166**	**29**	223	
Cumul + Project	**38**	**284**	**33**	355	**115**	**171**	**28**	314	**76**	**332**	**129**	537	**27**	**166**	**29**	223	

LEVEL OF SERVICE REPORTS

Typical BCS School Days

Existing and Existing plus Project

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #1 San Antonio Rd / W Portola Ave

Cycle (sec):	65	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	12	Average Delay (sec/veh):	22.4
Optimal Cycle:	71	Level Of Service:	C+

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module: >> Count Date: 14 Nov 2013 << 7:45 - 8:45												
Base Vol:	212	1115	22	8	979	71	193	46	216	22	56	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1115	22	8	979	71	193	46	216	22	56	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	242	1274	25	9	1119	81	221	53	247	25	64	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1274	25	9	1119	81	221	53	247	25	64	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	1274	25	9	1119	81	221	53	247	25	64	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.69	0.69	0.85	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.86	0.14	0.81	0.19	1.00	0.20	0.50	0.30
Final Sat.:	1805	3530	70	1805	3332	242	1063	253	1615	327	833	491
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.36	0.01	0.34	0.34	0.21	0.21	0.15	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green Time:	10.5	31.4	31.4	5.4	26.3	26.3	16.2	16.2	16.2	16.2	16.2	16.2
Volume/Cap:	0.83	0.75	0.75	0.06	0.83	0.83	0.83	0.83	0.61	0.31	0.31	0.31
Delay/Veh:	44.3	15.4	15.4	27.7	21.6	21.6	39.3	39.3	24.4	20.2	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	15.4	15.4	27.7	21.6	21.6	39.3	39.3	24.4	20.2	20.2	20.2
LOS by Move:	D	B	B	C	C+	C+	D	D	C	C+	C+	C+
HCM2kAvgQ:	7	13	13	0	14	14	8	8	5	2	2	2

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to ESA, SAN FRANCISCO

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Los Altos Ave / W Portola Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 14 Nov 2013 << 7:45 - 8:45												
Base Vol:	12	233	103	27	223	7	19	19	24	121	18	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	233	103	27	223	7	19	19	24	121	18	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	274	121	32	262	8	22	22	28	142	21	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	274	121	32	262	8	22	22	28	142	21	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	274	121	32	262	8	22	22	28	142	21	53
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.67	0.30	0.10	0.87	0.03	0.30	0.31	0.39	0.66	0.10	0.24
Final Sat.:	24	467	207	68	565	18	162	162	204	380	57	141
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.46	0.46	0.46	0.14	0.14	0.14	0.37	0.37	0.37
Crit Moves:	****			****					****		****	
Delay/Veh:	14.3	14.3	14.3	12.4	12.4	12.4	9.7	9.7	9.7	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	12.4	12.4	12.4	9.7	9.7	9.7	11.7	11.7	11.7
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	14.3			12.4			9.7			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			12.4			9.7			11.7		
LOS by Appr:	B			B			A			B		
AllWayAvgQ:	1.2	1.2	1.2	0.7	0.7	0.7	0.1	0.1	0.1	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	29.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 14 Nov 2013 << 7:15 - 8:15												
Base Vol:	15	358	40	86	195	45	127	187	8	20	150	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	358	40	86	195	45	127	187	8	20	150	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	16	380	43	91	207	48	135	199	9	21	159	152
Reduct Vol:	0	0	20	0	0	7	0	0	0	0	0	0
Reduced Vol:	16	380	23	91	207	41	135	199	9	21	159	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	380	23	91	207	41	135	199	9	21	159	152
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.91	0.05	0.27	0.61	0.12	0.39	0.59	0.02	0.06	0.48	0.46
Final Sat.:	18	435	26	120	273	54	174	257	11	29	215	205
Capacity Analysis Module:												
Vol/Sat:	0.87	0.87	0.87	0.76	0.76	0.76	0.77	0.77	0.77	0.74	0.74	0.74
Crit Moves:			****			****	****				****	
Delay/Veh:	38.3	38.3	38.3	26.5	26.5	26.5	27.9	27.9	27.9	24.5	24.5	24.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	38.3	26.5	26.5	26.5	27.9	27.9	27.9	24.5	24.5	24.5
LOS by Move:	E	E	E	D	D	D	D	D	D	C	C	C
ApproachDel:	38.3			26.5			27.9			24.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	38.3			26.5			27.9			24.5		
LOS by Appr:	E			D			D			C		
AllWayAvgQ:	3.7	3.7	3.7	2.0	2.0	2.0	2.1	2.1	2.1	1.8	1.8	1.8

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #4 Grant Rd / Covington Rd

Cycle (sec):	80	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	12	Average Delay (sec/veh):	21.4
Optimal Cycle:	44	Level Of Service:	C+

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module: >> Count Date: 14 Nov 2013 << 7:15 - 8:15												
Base Vol:	139	789	9	74	522	99	170	47	86	24	89	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	789	9	74	522	99	170	47	86	24	89	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	149	845	10	79	559	106	182	50	92	26	95	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	845	10	79	559	106	182	50	92	26	95	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	845	10	79	559	106	182	50	92	26	95	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.63	0.63	0.85	0.90	0.90	0.90
Lanes:	1.00	1.98	0.02	1.00	1.68	0.32	0.78	0.22	1.00	0.14	0.52	0.34
Final Sat.:	1805	3562	41	1805	2962	562	930	257	1615	238	884	586
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.04	0.19	0.19	0.20	0.20	0.06	0.11	0.11	0.11
Crit Moves:		****		****				****				
Green Time:	12.2	33.8	33.8	6.3	27.9	27.9	27.9	27.9	27.9	27.9	27.9	27.9
Volume/Cap:	0.54	0.56	0.56	0.56	0.54	0.54	0.56	0.56	0.16	0.31	0.31	0.31
Delay/Veh:	33.5	17.9	17.9	40.6	21.4	21.4	22.8	22.8	18.1	19.3	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	17.9	17.9	40.6	21.4	21.4	22.8	22.8	18.1	19.3	19.3	19.3
LOS by Move:	C-	B	B	D	C+	C+	C+	C+	B-	B-	B-	B-
HCM2kAvgQ:	4	9	9	3	7	7	5	5	2	3	3	3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #55 El Monte Ave / Foothill Expressway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	8	Average Delay (sec/veh):	45.5
Optimal Cycle:	85	Level Of Service:	D

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	0 1		1 0 1	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module: >> Count Date: 18 Dec 2012 << AM Peak												
Base Vol:	792	608	42	24	296	299	126	312	467	109	1255	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	792	608	42	24	296	299	126	312	467	109	1255	106
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	843	647	0	26	315	0	134	332	497	116	1335	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	647	0	26	315	0	134	332	497	116	1335	113
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	843	647	0	26	315	0	134	332	497	116	1335	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.34	0.00	0.01	0.17	0.00	0.07	0.09	0.31	0.06	0.37	0.07
Crit Moves:		****		****			****				****	
Green Time:	23.5	31.6	0.0	8.0	16.2	0.0	8.0	32.9	32.9	9.5	34.4	34.4
Volume/Cap:	0.92	0.97	0.00	0.16	0.92	0.00	0.84	0.25	0.84	0.61	0.97	0.18
Delay/Veh:	46.9	55.8	0.0	38.4	66.1	0.0	70.2	20.1	36.8	44.1	44.5	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	55.8	0.0	38.4	66.1	0.0	70.2	20.1	36.8	44.1	44.5	18.6
LOS by Move:	D	E+	A	D+	E	A	E	C+	D+	D	D	B-
HCM2kAvgQ:	16	24	0	1	10	0	6	3	15	4	25	2

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #66 El Monte Ave / Covington Road-Giffin Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	7	Average Delay (sec/veh):	21.5
Optimal Cycle:	42	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 18 Dec 2012 << AM Peak												
Base Vol:	16	652	174	61	466	7	4	80	14	142	32	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	652	174	61	466	7	4	80	14	142	32	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	767	205	72	548	8	5	94	16	167	38	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	767	205	72	548	8	5	94	16	167	38	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	767	205	72	548	8	5	94	16	167	38	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.97	0.97	0.97	0.61	0.61	0.85
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.04	0.82	0.14	0.82	0.18	1.00
Final Sat.:	1805	1900	1615	1805	3549	53	75	1506	264	938	211	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.13	0.04	0.15	0.15	0.06	0.06	0.06	0.18	0.18	0.11
Crit Moves:		****		****							****	
Green Time:	22.9	59.0	59.0	8.0	44.1	44.1	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.05	0.68	0.21	0.50	0.35	0.35	0.24	0.24	0.24	0.68	0.68	0.43
Delay/Veh:	30.1	15.9	9.7	46.8	18.6	18.6	29.5	29.5	29.5	39.7	39.7	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	15.9	9.7	46.8	18.6	18.6	29.5	29.5	29.5	39.7	39.7	31.5
LOS by Move:	C	B	A	D	B-	B-	C	C	C	D	D	C
HCM2kAvgQ:	0	15	3	2	6	6	3	3	3	7	7	5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #77 El Monte Ave / Cuesta Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	10	Average Delay (sec/veh):	19.3
Optimal Cycle:	41	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module: >> Count Date: 18 Dec 2012 << AM Peak												
Base Vol:	104	425	248	36	310	45	20	129	28	202	232	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	425	248	36	310	45	20	129	28	202	232	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	120	489	285	41	356	52	23	148	32	232	267	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	489	285	41	356	52	23	148	32	232	267	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	489	285	41	356	52	23	148	32	232	267	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18	1.00	0.94	0.06
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1519	330	1805	1760	121
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.18	0.02	0.19	0.03	0.01	0.10	0.10	0.13	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	7.5	24.5	24.5	4.0	21.0	21.0	5.3	9.3	9.3	12.2	16.2	16.2
Volume/Cap:	0.53	0.63	0.43	0.34	0.54	0.09	0.14	0.63	0.63	0.63	0.56	0.56
Delay/Veh:	27.1	15.8	13.2	28.5	16.5	13.2	25.6	28.2	28.2	25.3	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	15.8	13.2	28.5	16.5	13.2	25.6	28.2	28.2	25.3	20.3	20.3
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C+	C+
HCM2kAvgQ:	2	7	4	1	6	1	1	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #1 San Antonio Rd / W Portola Ave

Cycle (sec):	65	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	12	Average Delay (sec/veh):	16.3
Optimal Cycle:	48	Level Of Service:	B

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module: >> Count Date: 14 Nov 2013 << 2:45 - 3:45												
Base Vol:	183	929	27	30	926	76	111	41	166	38	37	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	929	27	30	926	76	111	41	166	38	37	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	196	995	29	32	991	81	119	44	178	41	40	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	995	29	32	991	81	119	44	178	41	40	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	995	29	32	991	81	119	44	178	41	40	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.74	0.74	0.85	0.80	0.80	0.80
Lanes:	1.00	1.94	0.06	1.00	1.85	0.15	0.73	0.27	1.00	0.38	0.37	0.25
Final Sat.:	1805	3494	102	1805	3299	271	1031	381	1615	581	566	382
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.02	0.30	0.30	0.12	0.12	0.11	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	11.0	34.0	34.0	7.3	30.4	30.4	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.64	0.54	0.54	0.16	0.64	0.64	0.64	0.64	0.61	0.39	0.39	0.39
Delay/Veh:	29.8	10.7	10.7	26.4	14.1	14.1	30.3	30.3	28.5	24.5	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	10.7	10.7	26.4	14.1	14.1	30.3	30.3	28.5	24.5	24.5	24.5
LOS by Move:	C	B+	B+	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	8	8	1	9	9	4	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Los Altos Ave / W Portola Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 14 Nov 2013 << 2:15 - 3:15												
Base Vol:	28	191	78	20	158	16	7	26	20	77	16	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	191	78	20	158	16	7	26	20	77	16	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	32	218	89	23	181	18	8	30	23	88	18	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	218	89	23	181	18	8	30	23	88	18	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	218	89	23	181	18	8	30	23	88	18	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.65	0.26	0.10	0.82	0.08	0.13	0.49	0.38	0.68	0.14	0.18
Final Sat.:	73	497	203	75	592	60	83	307	236	424	88	116
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.30	0.30	0.30	0.10	0.10	0.10	0.21	0.21	0.21
Crit Moves:		****			****			****			****	
Delay/Veh:	10.8	10.8	10.8	9.7	9.7	9.7	8.6	8.6	8.6	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	9.7	9.7	9.7	8.6	8.6	8.6	9.5	9.5	9.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.8			9.7			8.6			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.7			8.6			9.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	19.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 14 Nov 2013 << 3:00 - 4:00												
Base Vol:	21	254	27	72	272	48	72	110	37	40	157	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	254	27	72	272	48	72	110	37	40	157	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	254	27	72	272	48	72	110	37	40	157	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	23	279	30	79	299	53	79	121	41	44	173	80
Reduct Vol:	0	0	13	0	0	8	0	0	0	0	0	0
Reduced Vol:	23	279	17	79	299	45	79	121	41	44	173	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	279	17	79	299	45	79	121	41	44	173	80
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.88	0.05	0.19	0.71	0.10	0.33	0.50	0.17	0.15	0.58	0.27
Final Sat.:	37	450	27	103	389	58	154	236	79	74	290	135
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.77	0.77	0.77	0.51	0.51	0.51	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	18.0	18.0	18.0	25.0	25.0	25.0	15.4	15.4	15.4	17.2	17.2	17.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.0	18.0	25.0	25.0	25.0	15.4	15.4	15.4	17.2	17.2	17.2
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
ApproachDel:	18.0			25.0			15.4			17.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.0			25.0			15.4			17.2		
LOS by Appr:	C			D			C			C		
AllWayAvgQ:	1.2	1.2	1.2	2.4	2.4	2.4	0.7	0.7	0.7	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Grant Rd / Covington Rd

Cycle (sec):	80	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	12	Average Delay (sec/veh):	16.0
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module: >> Count Date: 28 Jan 2014 << 5:00 - 6:00												
Base Vol:	74	396	14	88	1098	199	95	59	76	10	26	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	396	14	88	1098	199	95	59	76	10	26	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	396	14	88	1098	199	95	59	76	10	26	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	79	423	15	94	1173	213	101	63	81	11	28	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	423	15	94	1173	213	101	63	81	11	28	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	423	15	94	1173	213	101	63	81	11	28	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.79	0.79	0.85	0.89	0.89	0.89
Lanes:	1.00	1.93	0.07	1.00	1.69	0.31	0.62	0.38	1.00	0.15	0.40	0.45
Final Sat.:	1805	3469	123	1805	2986	541	926	575	1615	260	677	755
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.05	0.39	0.39	0.11	0.11	0.05	0.04	0.04	0.04
Crit Moves:	****				****			****				
Green Time:	5.5	38.4	38.4	16.0	48.9	48.9	13.6	13.6	13.6	13.6	13.6	13.6
Volume/Cap:	0.64	0.25	0.25	0.26	0.64	0.64	0.64	0.64	0.29	0.24	0.24	0.24
Delay/Veh:	47.4	12.4	12.4	27.4	10.6	10.6	36.4	36.4	29.6	29.1	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	12.4	12.4	27.4	10.6	10.6	36.4	36.4	29.6	29.1	29.1	29.1
LOS by Move:	D	B	B	C	B+	B+	D+	D+	C	C	C	C
HCM2kAvgQ:	3	3	3	2	12	12	5	5	2	2	2	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #55 El Monte Ave / Foothill Expressway

Cycle (sec):	90	Critical Vol./Cap.(X):	1.043
Loss Time (sec):	8	Average Delay (sec/veh):	61.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 9 Jan 2013 << School PM Peak												
Base Vol:	559	362	100	44	330	127	165	731	826	72	490	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	362	100	44	330	127	165	731	826	72	490	41
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	600	389	0	47	354	0	177	785	887	77	526	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	389	0	47	354	0	177	785	887	77	526	44
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	389	0	47	354	0	177	785	887	77	526	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.00	0.03	0.19	0.00	0.10	0.22	0.55	0.04	0.15	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.0	20.4	0.0	8.8	15.2	0.0	21.2	44.8	44.8	8.0	31.6	31.6
Volume/Cap:	1.10	0.90	0.00	0.27	1.10	0.00	0.42	0.44	1.10	0.48	0.42	0.08
Delay/Veh:	108.1	56.1	0.0	38.4	118	0.0	29.8	14.7	86.6	41.3	22.4	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.1	56.1	0.0	38.4	118	0.0	29.8	14.7	86.6	41.3	22.4	19.6
LOS by Move:	F	E+	A	D+	F	A	C	B	F	D	C+	B-
HCM2kAvgQ:	16	14	0	1	15	0	4	7	39	3	6	1

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #66 El Monte Ave / Covington Road-Giffin Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	7	Average Delay (sec/veh):	20.8
Optimal Cycle:	35	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 9 Jan 2013 << School PM Peak												
Base Vol:	15	401	118	67	341	7	4	41	17	105	44	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	401	118	67	341	7	4	41	17	105	44	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	416	123	70	354	7	4	43	18	109	46	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	416	123	70	354	7	4	43	18	109	46	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	416	123	70	354	7	4	43	18	109	46	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95	0.77	0.77	0.85
Lanes:	1.00	1.00	1.00	1.00	1.96	0.04	0.06	0.67	0.27	0.70	0.30	1.00
Final Sat.:	1805	1900	1615	1805	3527	72	116	1193	495	1031	432	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.04	0.10	0.10	0.04	0.04	0.04	0.11	0.11	0.09
Crit Moves:		****		****							****	
Green Time:	26.4	56.1	56.1	9.9	39.6	39.6	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.03	0.39	0.14	0.39	0.25	0.25	0.13	0.13	0.13	0.39	0.39	0.32
Delay/Veh:	27.4	12.6	10.5	43.7	20.4	20.4	27.7	27.7	27.7	30.4	30.4	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	12.6	10.5	43.7	20.4	20.4	27.7	27.7	27.7	30.4	30.4	29.5
LOS by Move:	C	B	B+	D	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	2	2	4	4	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #77 El Monte Ave / Cuesta Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10	Average Delay (sec/veh):	18.1
Optimal Cycle:	32	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 9 Jan 2013 << School PM Peak												
Base Vol:	75	326	127	37	279	33	27	164	29	113	169	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	326	127	37	279	33	27	164	29	113	169	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	78	339	132	39	290	34	28	171	30	118	176	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	339	132	39	290	34	28	171	30	118	176	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	339	132	39	290	34	28	171	30	118	176	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15	1.00	0.86	0.14
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1579	279	1805	1596	264
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.08	0.02	0.15	0.02	0.02	0.11	0.11	0.07	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	8.3	23.3	23.3	4.0	19.0	19.0	7.1	14.1	14.1	8.5	15.6	15.6
Volume/Cap:	0.31	0.46	0.21	0.32	0.48	0.07	0.13	0.46	0.46	0.46	0.42	0.42
Delay/Veh:	24.0	14.1	12.4	28.2	17.1	14.3	24.0	20.4	20.4	24.9	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	14.1	12.4	28.2	17.1	14.3	24.0	20.4	20.4	24.9	19.1	19.1
LOS by Move:	C	B	B	C	B	B	C	C+	C+	C	B-	B-
HCM2kAvgQ:	1	5	2	1	5	0	1	4	4	3	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Antonio Rd / W Portola Ave

Cycle (sec):	65	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	12	Average Delay (sec/veh):	30.4
Optimal Cycle:	97	Level Of Service:	C

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:AM Peak												
Base Vol:	279	1115	22	8	979	94	212	61	273	22	74	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1115	22	8	979	94	212	61	273	22	74	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1115	22	8	979	94	212	61	273	22	74	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	319	1274	25	9	1119	107	242	70	312	25	85	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1274	25	9	1119	107	242	70	312	25	85	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	319	1274	25	9	1119	107	242	70	312	25	85	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.67	0.67	0.85	0.88	0.88	0.88
Lanes:	1.00	1.96	0.04	1.00	1.82	0.18	0.78	0.22	1.00	0.17	0.57	0.26
Final Sat.:	1805	3530	70	1805	3251	312	990	285	1615	285	958	427
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.36	0.01	0.34	0.34	0.24	0.24	0.19	0.09	0.09	0.09
Crit Moves:	****				****			****				
Green Time:	12.2	30.8	30.8	5.3	23.8	23.8	16.9	16.9	16.9	16.9	16.9	16.9
Volume/Cap:	0.94	0.76	0.76	0.06	0.94	0.94	0.94	0.94	0.74	0.34	0.34	0.34
Delay/Veh:	59.3	16.1	16.1	27.8	32.9	32.9	57.2	57.2	28.9	20.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	16.1	16.1	27.8	32.9	32.9	57.2	57.2	28.9	20.0	20.0	20.0
LOS by Move:	E+	B	B	C	C-	C-	E+	E+	C	B-	B-	B-
HCM2kAvgQ:	11	13	13	0	18	18	11	11	8	3	3	3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Los Altos Ave / W Portola Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak												
Base Vol:	12	233	128	33	223	7	19	24	24	142	22	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	233	128	33	223	7	19	24	24	142	22	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	233	128	33	223	7	19	24	24	142	22	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	274	151	39	262	8	22	28	28	167	26	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	274	151	39	262	8	22	28	28	167	26	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	274	151	39	262	8	22	28	28	167	26	59
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.63	0.34	0.12	0.85	0.03	0.28	0.36	0.36	0.67	0.10	0.23
Final Sat.:	22	423	232	78	528	17	141	178	178	374	58	132
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.50	0.50	0.50	0.16	0.16	0.16	0.45	0.45	0.45
Crit Moves:			****			****		****			****	
Delay/Veh:	16.4	16.4	16.4	13.4	13.4	13.4	10.1	10.1	10.1	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	16.4	16.4	13.4	13.4	13.4	10.1	10.1	10.1	13.0	13.0	13.0
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	16.4			13.4			10.1			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.4			13.4			10.1			13.0		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.6	1.6	1.6	0.8	0.8	0.8	0.1	0.1	0.1	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.049
Loss Time (sec):	0	Average Delay (sec/veh):	66.8
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak												
Base Vol:	15	358	76	113	195	45	127	214	8	49	172	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	358	76	113	195	45	127	214	8	49	172	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	358	76	113	195	45	127	214	8	49	172	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	16	380	81	120	207	48	135	227	9	52	183	175
Reduct Vol:	0	0	38	0	0	7	0	0	0	0	0	0
Reduced Vol:	16	380	43	120	207	41	135	227	9	52	183	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	380	43	120	207	41	135	227	9	52	183	175
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.87	0.10	0.33	0.56	0.11	0.36	0.62	0.02	0.13	0.44	0.43
Final Sat.:	15	363	41	131	225	44	145	245	9	54	188	180
Capacity Analysis Module:												
Vol/Sat:	1.05	1.05	1.05	0.92	0.92	0.92	0.93	0.93	0.93	0.97	0.97	0.97
Crit Moves:	****					****	****				****	
Delay/Veh:	87.4	87.4	87.4	54.3	54.3	54.3	56.5	56.5	56.5	65.5	65.5	65.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	87.4	87.4	54.3	54.3	54.3	56.5	56.5	56.5	65.5	65.5	65.5
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	87.4			54.3			56.5			65.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	87.4			54.3			56.5			65.5		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	8.8	8.8	8.8	4.7	4.7	4.7	4.9	4.9	4.9	6.3	6.3	6.3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Grant Rd / Covington Rd

Cycle (sec):	80	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	12	Average Delay (sec/veh):	23.3
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:AM Peak												
Base Vol:	185	789	9	74	522	126	192	61	122	24	107	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	789	9	74	522	126	192	61	122	24	107	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	789	9	74	522	126	192	61	122	24	107	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	198	845	10	79	559	135	206	65	131	26	115	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	845	10	79	559	135	206	65	131	26	115	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	845	10	79	559	135	206	65	131	26	115	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.92	0.62	0.62	0.85	0.90	0.90	0.90
Lanes:	1.00	1.98	0.02	1.00	1.61	0.39	0.76	0.24	1.00	0.13	0.56	0.31
Final Sat.:	1805	3562	41	1805	2824	682	887	282	1615	217	966	532
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.04	0.20	0.20	0.23	0.23	0.08	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	13.8	32.0	32.0	6.8	24.9	24.9	29.2	29.2	29.2	29.2	29.2	29.2
Volume/Cap:	0.63	0.59	0.59	0.52	0.63	0.63	0.63	0.63	0.22	0.32	0.32	0.32
Delay/Veh:	35.0	19.5	19.5	38.3	24.9	24.9	24.1	24.1	17.7	18.6	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	19.5	19.5	38.3	24.9	24.9	24.1	24.1	17.7	18.6	18.6	18.6
LOS by Move:	C-	B-	B-	D+	C	C	C	C	B	B-	B-	B-
HCM2kAvgQ:	6	9	9	3	9	9	7	7	2	4	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #55 El Monte Ave / Foothill Expressway

Cycle (sec):	90	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	8	Average Delay (sec/veh):	46.3
Optimal Cycle:	89	Level Of Service:	D

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	792	613	42	28	300	303	131	312	467	109	1255	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	792	613	42	28	300	303	131	312	467	109	1255	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	792	613	42	28	300	303	131	312	467	109	1255	111
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	843	652	0	30	319	0	139	332	497	116	1335	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	652	0	30	319	0	139	332	497	116	1335	118
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	843	652	0	30	319	0	139	332	497	116	1335	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.34	0.00	0.02	0.17	0.00	0.08	0.09	0.31	0.06	0.37	0.07
Crit Moves:		****		****			****				****	
Green Time:	23.4	31.8	0.0	8.0	16.3	0.0	8.0	32.8	32.8	9.5	34.2	34.2
Volume/Cap:	0.92	0.97	0.00	0.19	0.92	0.00	0.87	0.25	0.85	0.61	0.97	0.19
Delay/Veh:	47.3	56.5	0.0	38.5	66.1	0.0	76.8	20.1	37.1	44.2	45.4	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	56.5	0.0	38.5	66.1	0.0	76.8	20.1	37.1	44.2	45.4	18.8
LOS by Move:	D	E+	A	D+	E	A	E-	C+	D+	D	D	B-
HCM2kAvgQ:	16	24	0	1	10	0	6	3	15	4	25	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 El Monte Ave / Covington Road-Giffin Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	7	Average Delay (sec/veh):	22.1
Optimal Cycle:	43	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0	1 0	0 1
Volume Module:												
Base Vol:	16	652	190	66	466	7	4	80	14	154	32	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	652	190	66	466	7	4	80	14	154	32	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	652	190	66	466	7	4	80	14	154	32	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	767	224	78	548	8	5	94	16	181	38	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	767	224	78	548	8	5	94	16	181	38	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	767	224	78	548	8	5	94	16	181	38	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.97	0.97	0.97	0.61	0.61	0.85
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.04	0.82	0.14	0.83	0.17	1.00
Final Sat.:	1805	1900	1615	1805	3549	53	75	1506	264	958	199	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.14	0.04	0.15	0.15	0.06	0.06	0.06	0.19	0.19	0.11
Crit Moves:		****		****							****	
Green Time:	22.5	57.9	57.9	8.0	43.4	43.4	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.05	0.70	0.24	0.54	0.36	0.36	0.23	0.23	0.23	0.70	0.70	0.42
Delay/Veh:	30.4	16.9	10.4	48.2	19.1	19.1	28.6	28.6	28.6	39.5	39.5	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	16.9	10.4	48.2	19.1	19.1	28.6	28.6	28.6	39.5	39.5	30.6
LOS by Move:	C	B	B+	D	B-	B-	C	C	C	D	D	C
HCM2kAvgQ:	0	15	3	2	6	6	3	3	3	7	7	5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #77 El Monte Ave / Cuesta Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	10	Average Delay (sec/veh):	19.3
Optimal Cycle:	41	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	104	429	248	36	315	45	20	129	28	202	232	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	429	248	36	315	45	20	129	28	202	232	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	429	248	36	315	45	20	129	28	202	232	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	120	493	285	41	362	52	23	148	32	232	267	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	493	285	41	362	52	23	148	32	232	267	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	493	285	41	362	52	23	148	32	232	267	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18	1.00	0.94	0.06
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1519	330	1805	1760	121
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.18	0.02	0.19	0.03	0.01	0.10	0.10	0.13	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	7.4	24.6	24.6	4.0	21.2	21.2	5.3	9.2	9.2	12.2	16.1	16.1
Volume/Cap:	0.54	0.63	0.43	0.34	0.54	0.09	0.14	0.63	0.63	0.63	0.56	0.56
Delay/Veh:	27.3	15.8	13.2	28.5	16.4	13.1	25.7	28.4	28.4	25.5	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	15.8	13.2	28.5	16.4	13.1	25.7	28.4	28.4	25.5	20.4	20.4
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C+	C+
HCM2kAvgQ:	2	7	4	1	6	1	1	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Antonio Rd / W Portola Ave

Cycle (sec):	65	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	18.7
Optimal Cycle:	54	Level Of Service:	B-

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:	School PM Peak											
Base Vol:	228	929	27	30	926	91	126	53	211	38	49	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	929	27	30	926	91	126	53	211	38	49	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	929	27	30	926	91	126	53	211	38	49	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	244	995	29	32	991	97	135	57	226	41	52	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	995	29	32	991	97	135	57	226	41	52	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	995	29	32	991	97	135	57	226	41	52	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.73	0.73	0.85	0.82	0.82	0.82
Lanes:	1.00	1.94	0.06	1.00	1.82	0.18	0.70	0.30	1.00	0.34	0.44	0.22
Final Sat.:	1805	3494	102	1805	3244	319	975	410	1615	527	680	347
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.02	0.31	0.31	0.14	0.14	0.14	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green Time:	12.4	33.2	33.2	7.2	28.0	28.0	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.71	0.56	0.56	0.16	0.71	0.71	0.71	0.71	0.72	0.40	0.40	0.40
Delay/Veh:	31.4	11.3	11.3	26.6	16.8	16.8	33.0	33.0	32.3	23.7	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	11.3	11.3	26.6	16.8	16.8	33.0	33.0	32.3	23.7	23.7	23.7
LOS by Move:	C	B+	B+	C	B	B	C-	C-	C-	C	C	C
HCM2kAvgQ:	6	8	8	1	11	11	5	5	6	3	3	3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Los Altos Ave / W Portola Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: School PM Peak												
Base Vol:	28	191	95	24	158	16	7	29	20	94	19	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	191	95	24	158	16	7	29	20	94	19	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	191	95	24	158	16	7	29	20	94	19	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	32	218	109	27	181	18	8	33	23	107	22	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	218	109	27	181	18	8	33	23	107	22	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	218	109	27	181	18	8	33	23	107	22	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.61	0.30	0.12	0.80	0.08	0.12	0.52	0.36	0.68	0.14	0.18
Final Sat.:	67	460	229	85	563	57	76	313	216	422	85	112
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.32	0.32	0.32	0.11	0.11	0.11	0.25	0.25	0.25
Crit Moves:	****			****				****			****	
Delay/Veh:	11.5	11.5	11.5	10.0	10.0	10.0	8.8	8.8	8.8	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	10.0	10.0	10.0	8.8	8.8	8.8	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	11.5			10.0			8.8			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			10.0			8.8			10.0		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	0	Average Delay (sec/veh):	26.5
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: School PM Peak												
Base Vol:	21	254	49	88	272	48	72	126	37	62	173	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	254	49	88	272	48	72	126	37	62	173	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	254	49	88	272	48	72	126	37	62	173	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	23	279	54	97	299	53	79	138	41	68	190	98
Reduct Vol:	0	0	25	0	0	8	0	0	0	0	0	0
Reduced Vol:	23	279	29	97	299	45	79	138	41	68	190	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	279	29	97	299	45	79	138	41	68	190	98
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.84	0.09	0.22	0.68	0.10	0.31	0.53	0.16	0.19	0.54	0.27
Final Sat.:	33	397	41	112	347	52	133	232	68	92	256	131
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.86	0.86	0.86	0.60	0.60	0.60	0.74	0.74	0.74
Crit Moves:	****					****		****			****	
Delay/Veh:	22.4	22.4	22.4	35.8	35.8	35.8	18.5	18.5	18.5	24.5	24.5	24.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	35.8	35.8	35.8	18.5	18.5	18.5	24.5	24.5	24.5
LOS by Move:	C	C	C	E	E	E	C	C	C	C	C	C
ApproachDel:	22.4			35.8			18.5			24.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.4			35.8			18.5			24.5		
LOS by Appr:	C			E			C			C		
AllWayAvgQ:	1.6	1.6	1.6	3.7	3.7	3.7	1.0	1.0	1.0	1.9	1.9	1.9

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Grant Rd / Covington Rd

Cycle (sec):	80	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	12	Average Delay (sec/veh):	17.2
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:	School PM Peak											
Base Vol:	111	555	16	77	843	162	100	37	140	14	43	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	555	16	77	843	162	100	37	140	14	43	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	555	16	77	843	162	100	37	140	14	43	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	119	593	17	82	901	173	107	40	150	15	46	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	593	17	82	901	173	107	40	150	15	46	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	593	17	82	901	173	107	40	150	15	46	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.73	0.73	0.85	0.90	0.90	0.90
Lanes:	1.00	1.94	0.06	1.00	1.68	0.32	0.73	0.27	1.00	0.16	0.50	0.34
Final Sat.:	1805	3495	101	1805	2955	568	1014	375	1615	279	857	578
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.05	0.30	0.30	0.11	0.11	0.09	0.05	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	9.4	40.9	40.9	12.1	43.6	43.6	15.1	15.1	15.1	15.1	15.1	15.1
Volume/Cap:	0.56	0.33	0.33	0.30	0.56	0.56	0.56	0.56	0.49	0.28	0.28	0.28
Delay/Veh:	36.7	11.6	11.6	30.9	12.3	12.3	32.2	32.2	30.3	28.3	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	11.6	11.6	30.9	12.3	12.3	32.2	32.2	30.3	28.3	28.3	28.3
LOS by Move:	D+	B+	B+	C	B	B	C-	C-	C	C	C	C
HCM2kAvgQ:	4	5	5	2	9	9	4	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #55 El Monte Ave / Foothill Expressway

Cycle (sec):	90	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	8	Average Delay (sec/veh):	61.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:	School PM Peak											
Base Vol:	559	363	100	45	331	128	166	731	826	72	490	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	559	363	100	45	331	128	166	731	826	72	490	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	363	100	45	331	128	166	731	826	72	490	42
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	600	390	0	48	356	0	178	785	887	77	526	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	390	0	48	356	0	178	785	887	77	526	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	390	0	48	356	0	178	785	887	77	526	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.00	0.03	0.19	0.00	0.10	0.22	0.55	0.04	0.15	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.0	20.4	0.0	8.8	15.3	0.0	21.3	44.8	44.8	8.0	31.5	31.5
Volume/Cap:	1.10	0.91	0.00	0.27	1.10	0.00	0.42	0.44	1.10	0.48	0.42	0.08
Delay/Veh:	108.3	56.2	0.0	38.4	119	0.0	29.7	14.7	86.9	41.3	22.5	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.3	56.2	0.0	38.4	119	0.0	29.7	14.7	86.9	41.3	22.5	19.6
LOS by Move:	F	E+	A	D+	F	A	C	B	F	D	C+	B-
HCM2kAvgQ:	16	14	0	1	15	0	4	7	39	3	6	1

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 El Monte Ave / Covington Road-Giffin Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	7	Average Delay (sec/veh):	20.9
Optimal Cycle:	35	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:School PM Peak												
Base Vol:	15	401	122	68	341	7	5	41	17	109	44	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	401	122	68	341	7	5	41	17	109	44	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	401	122	68	341	7	5	41	17	109	44	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	416	127	71	354	7	5	43	18	113	46	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	416	127	71	354	7	5	43	18	113	46	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	416	127	71	354	7	5	43	18	113	46	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95	0.77	0.77	0.85
Lanes:	1.00	1.00	1.00	1.00	1.96	0.04	0.08	0.65	0.27	0.71	0.29	1.00
Final Sat.:	1805	1900	1615	1805	3527	72	143	1172	486	1040	420	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.04	0.10	0.10	0.04	0.04	0.04	0.11	0.11	0.09
Crit Moves:		****		****							****	
Green Time:	26.2	55.5	55.5	9.9	39.3	39.3	27.6	27.6	27.6	27.6	27.6	27.6
Volume/Cap:	0.03	0.39	0.14	0.39	0.26	0.26	0.13	0.13	0.13	0.39	0.39	0.31
Delay/Veh:	27.5	12.9	10.8	43.7	20.6	20.6	27.3	27.3	27.3	30.1	30.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	12.9	10.8	43.7	20.6	20.6	27.3	27.3	27.3	30.1	30.1	29.1
LOS by Move:	C	B	B+	D	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	2	2	4	4	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #77 El Monte Ave / Cuesta Dr

Cycle (sec):	60	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10	Average Delay (sec/veh):	18.1
Optimal Cycle:	32	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0
Volume Module:School PM Peak												
Base Vol:	75	327	127	37	280	33	27	164	29	113	169	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	327	127	37	280	33	27	164	29	113	169	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	327	127	37	280	33	27	164	29	113	169	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	78	340	132	39	291	34	28	171	30	118	176	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	340	132	39	291	34	28	171	30	118	176	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	340	132	39	291	34	28	171	30	118	176	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15	1.00	0.86	0.14
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1579	279	1805	1596	264
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.08	0.02	0.15	0.02	0.02	0.11	0.11	0.07	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	8.3	23.4	23.4	4.0	19.1	19.1	7.1	14.1	14.1	8.5	15.6	15.6
Volume/Cap:	0.31	0.46	0.21	0.32	0.48	0.07	0.13	0.46	0.46	0.46	0.43	0.43
Delay/Veh:	24.0	14.1	12.3	28.2	17.1	14.3	24.0	20.4	20.4	24.9	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	14.1	12.3	28.2	17.1	14.3	24.0	20.4	20.4	24.9	19.1	19.1
LOS by Move:	C	B	B	C	B	B	C	C+	C+	C	B-	B-
HCM2kAvgQ:	1	5	2	1	5	0	1	4	4	3	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd [Mitigated (212 BCS in Pk Hr)]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	0	Average Delay (sec/veh):	34.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:AM Peak												
Base Vol:	15	358	49	93	195	45	127	194	8	27	155	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	358	49	93	195	45	127	194	8	27	155	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	358	49	93	195	45	127	194	8	27	155	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	16	380	52	99	207	48	135	206	9	29	165	157
Reduct Vol:	0	0	25	0	0	7	0	0	0	0	0	0
Reduced Vol:	16	380	27	99	207	41	135	206	9	29	165	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	380	27	99	207	41	135	206	9	29	165	157
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.28	0.60	0.12	0.39	0.59	0.02	0.08	0.47	0.45
Final Sat.:	18	418	30	123	258	51	165	253	10	36	207	197
Capacity Analysis Module:												
Vol/Sat:	0.91	0.91	0.91	0.80	0.80	0.80	0.82	0.82	0.82	0.80	0.80	0.80
Crit Moves:		****			****			****				****
Delay/Veh:	45.4	45.4	45.4	30.7	30.7	30.7	32.2	32.2	32.2	29.3	29.3	29.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	45.4	45.4	30.7	30.7	30.7	32.2	32.2	32.2	29.3	29.3	29.3
LOS by Move:	E	E	E	D	D	D	D	D	D	D	D	D
ApproachDel:	45.4			30.7			32.2			29.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	45.4			30.7			32.2			29.3		
LOS by Appr:	E			D			D			D		
AllWayAvgQ:	4.5	4.5	4.5	2.4	2.4	2.4	2.5	2.5	2.5	2.3	2.3	2.3

Note: Queue reported is the number of cars per lane.

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LEVEL OF SERVICE REPORTS

Typical BCS School Days

Cumulative (2020) and Cumulative plus Project

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #1 San Antonio Rd / W Portola Ave [revised]

Cycle (sec):	65	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	12	Average Delay (sec/veh):	23.0
Optimal Cycle:	73	Level Of Service:	C

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module: Cumulative AM												
Base Vol:	215	1131	22	8	993	72	196	47	219	22	57	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	215	1131	22	8	993	72	196	47	219	22	57	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	246	1293	25	9	1135	82	224	54	250	25	65	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1293	25	9	1135	82	224	54	250	25	65	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1293	25	9	1135	82	224	54	250	25	65	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.69	0.69	0.85	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.86	0.14	0.81	0.19	1.00	0.20	0.51	0.29
Final Sat.:	1805	3530	69	1805	3332	242	1060	254	1615	324	840	486
Capacity Analysis Module:												
Vol/Sat:	0.14	0.37	0.37	0.01	0.34	0.34	0.21	0.21	0.15	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green Time:	10.5	31.4	31.4	5.3	26.2	26.2	16.3	16.3	16.3	16.3	16.3	16.3
Volume/Cap:	0.84	0.76	0.76	0.06	0.84	0.84	0.84	0.84	0.62	0.31	0.31	0.31
Delay/Veh:	46.0	15.6	15.6	27.7	22.3	22.3	40.8	40.8	24.5	20.2	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	15.6	15.6	27.7	22.3	22.3	40.8	40.8	24.5	20.2	20.2	20.2
LOS by Move:	D	B	B	C	C+	C+	D	D	C	C+	C+	C+
HCM2kAvgQ:	8	13	13	0	15	15	8	8	6	2	2	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Los Altos Ave / W Portola Ave [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:Cumulative AM												
Base Vol:	12	236	104	27	226	7	19	19	24	123	18	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	236	104	27	226	7	19	19	24	123	18	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	278	122	32	266	8	22	22	28	145	21	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	278	122	32	266	8	22	22	28	145	21	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	278	122	32	266	8	22	22	28	145	21	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.67	0.30	0.10	0.87	0.03	0.30	0.31	0.39	0.66	0.10	0.24
Final Sat.:	24	466	205	67	563	17	160	160	202	379	55	142
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.47	0.47	0.47	0.14	0.14	0.14	0.38	0.38	0.38
Crit Moves:		****			****				****		****	
Delay/Veh:	14.6	14.6	14.6	12.6	12.6	12.6	9.7	9.7	9.7	11.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	14.6	14.6	12.6	12.6	12.6	9.7	9.7	9.7	11.8	11.8	11.8
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	14.6			12.6			9.7			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.6			12.6			9.7			11.8		
LOS by Appr:	B			B			A			B		
AllWayAvgQ:	1.3	1.3	1.3	0.8	0.8	0.8	0.1	0.1	0.1	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	0	Average Delay (sec/veh):	32.7
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	15	363	41	87	198	46	129	190	8	20	152	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	363	41	87	198	46	129	190	8	20	152	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	16	386	44	93	211	49	137	202	9	21	162	154
Reduct Vol:	0	0	21	0	0	8	0	0	0	0	0	0
Reduced Vol:	16	386	23	93	211	41	137	202	9	21	162	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	386	23	93	211	41	137	202	9	21	162	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.91	0.05	0.27	0.61	0.12	0.39	0.59	0.02	0.06	0.48	0.46
Final Sat.:	18	430	25	118	269	52	172	253	11	28	212	202
Capacity Analysis Module:												
Vol/Sat:	0.90	0.90	0.90	0.78	0.78	0.78	0.80	0.80	0.80	0.76	0.76	0.76
Crit Moves:	****				****			****			****	
Delay/Veh:	42.8	42.8	42.8	28.7	28.7	28.7	30.3	30.3	30.3	26.3	26.3	26.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	42.8	28.7	28.7	28.7	30.3	30.3	30.3	26.3	26.3	26.3
LOS by Move:	E	E	E	D	D	D	D	D	D	D	D	D
ApproachDel:	42.8			28.7			30.3			26.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	42.8			28.7			30.3			26.3		
LOS by Appr:	E			D			D			D		
AllWayAvgQ:	4.3	4.3	4.3	2.2	2.2	2.2	2.4	2.4	2.4	1.9	1.9	1.9

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #4 Grant Rd / Covington Rd [revised]

Cycle (sec):	80	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	12	Average Delay (sec/veh):	21.6
Optimal Cycle:	44	Level Of Service:	C+

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:AM Peak												
Base Vol:	141	800	9	75	529	100	172	48	87	24	90	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	800	9	75	529	100	172	48	87	24	90	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	151	857	10	80	566	107	184	51	93	26	96	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	857	10	80	566	107	184	51	93	26	96	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	857	10	80	566	107	184	51	93	26	96	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.62	0.62	0.85	0.90	0.90	0.90
Lanes:	1.00	1.98	0.02	1.00	1.68	0.32	0.78	0.22	1.00	0.14	0.52	0.34
Final Sat.:	1805	3563	40	1805	2963	560	925	258	1615	235	882	588
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.04	0.19	0.19	0.20	0.20	0.06	0.11	0.11	0.11
Crit Moves:		****		****				****				
Green Time:	12.2	33.8	33.8	6.3	27.9	27.9	28.0	28.0	28.0	28.0	28.0	28.0
Volume/Cap:	0.55	0.57	0.57	0.57	0.55	0.55	0.57	0.57	0.17	0.31	0.31	0.31
Delay/Veh:	33.7	18.1	18.1	41.0	21.5	21.5	23.0	23.0	18.1	19.3	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	18.1	18.1	41.0	21.5	21.5	23.0	23.0	18.1	19.3	19.3	19.3
LOS by Move:	C-	B-	B-	D	C+	C+	C	C	B-	B-	B-	B-
HCM2kAvgQ:	4	9	9	3	8	8	6	6	2	3	3	3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #55 El Monte Ave / Foothill Expressway [revised]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	8	Average Delay (sec/veh):	47.8
Optimal Cycle:	91	Level Of Service:	D

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	803	617	43	24	300	303	128	316	474	111	1273	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	803	617	43	24	300	303	128	316	474	111	1273	107
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	854	656	0	26	319	0	136	336	504	118	1354	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	854	656	0	26	319	0	136	336	504	118	1354	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	854	656	0	26	319	0	136	336	504	118	1354	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.00	0.01	0.17	0.00	0.08	0.09	0.31	0.07	0.38	0.07
Crit Moves:		****		****			****				****	
Green Time:	23.5	31.6	0.0	8.0	16.2	0.0	8.0	33.0	33.0	9.4	34.4	34.4
Volume/Cap:	0.94	0.98	0.00	0.16	0.94	0.00	0.85	0.25	0.85	0.63	0.98	0.18
Delay/Veh:	48.9	59.3	0.0	38.4	68.8	0.0	72.7	20.0	37.7	45.2	47.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	59.3	0.0	38.4	68.8	0.0	72.7	20.0	37.7	45.2	47.6	18.6
LOS by Move:	D	E+	A	D+	E	A	E	C+	D+	D	D	B-
HCM2kAvgQ:	17	25	0	1	10	0	6	3	16	4	26	2

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #66 El Monte Ave / Covington Road-Giffin Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	7	Average Delay (sec/veh):	21.7
Optimal Cycle:	43	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	16	661	176	62	473	7	4	81	14	144	32	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	661	176	62	473	7	4	81	14	144	32	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	778	207	73	556	8	5	95	16	169	38	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	778	207	73	556	8	5	95	16	169	38	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	778	207	73	556	8	5	95	16	169	38	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.97	0.97	0.97	0.60	0.60	0.85
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.04	0.82	0.14	0.82	0.18	1.00
Final Sat.:	1805	1900	1615	1805	3550	53	75	1510	261	939	209	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.13	0.04	0.16	0.16	0.06	0.06	0.06	0.18	0.18	0.11
Crit Moves:		****		****							****	
Green Time:	22.6	59.0	59.0	8.0	44.4	44.4	26.0	26.0	26.0	26.0	26.0	26.0
Volume/Cap:	0.05	0.69	0.22	0.51	0.35	0.35	0.24	0.24	0.24	0.69	0.69	0.43
Delay/Veh:	30.3	16.1	9.8	47.0	18.5	18.5	29.5	29.5	29.5	40.3	40.3	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	16.1	9.8	47.0	18.5	18.5	29.5	29.5	29.5	40.3	40.3	31.6
LOS by Move:	C	B	A	D	B-	B-	C	C	C	D	D	C
HCM2kAvgQ:	0	15	3	2	6	6	3	3	3	7	7	5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #77 El Monte Ave / Cuesta Dr [revised]

Cycle (sec):	60	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	10	Average Delay (sec/veh):	19.4
Optimal Cycle:	41	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	105	431	251	37	314	46	20	131	28	205	235	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	431	251	37	314	46	20	131	28	205	235	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	121	495	289	43	361	53	23	151	32	236	270	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	495	289	43	361	53	23	151	32	236	270	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	495	289	43	361	53	23	151	32	236	270	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18	1.00	0.94	0.06
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1525	326	1805	1761	120
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.18	0.02	0.19	0.03	0.01	0.10	0.10	0.13	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	7.4	24.5	24.5	4.0	21.1	21.1	5.3	9.3	9.3	12.3	16.2	16.2
Volume/Cap:	0.54	0.64	0.44	0.35	0.54	0.09	0.14	0.64	0.64	0.64	0.57	0.57
Delay/Veh:	27.4	16.0	13.3	28.6	16.5	13.1	25.7	28.6	28.6	25.6	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	16.0	13.3	28.6	16.5	13.1	25.7	28.6	28.6	25.6	20.4	20.4
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C+	C+
HCM2kAvgQ:	2	7	4	1	6	1	1	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #1 San Antonio Rd / W Portola Ave [revised]

Cycle (sec):	65	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	12	Average Delay (sec/veh):	16.5
Optimal Cycle:	49	Level Of Service:	B

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module: Cumulative School PM												
Base Vol:	186	942	27	30	939	77	113	42	168	39	38	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	942	27	30	939	77	113	42	168	39	38	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	199	1009	29	32	1005	82	121	45	180	42	41	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1009	29	32	1005	82	121	45	180	42	41	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	1009	29	32	1005	82	121	45	180	42	41	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.74	0.74	0.85	0.80	0.80	0.80
Lanes:	1.00	1.94	0.06	1.00	1.85	0.15	0.73	0.27	1.00	0.38	0.37	0.25
Final Sat.:	1805	3495	100	1805	3300	271	1025	381	1615	584	569	374
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.02	0.30	0.30	0.12	0.12	0.11	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green Time:	11.0	34.0	34.0	7.3	30.3	30.3	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.65	0.55	0.55	0.16	0.65	0.65	0.65	0.65	0.62	0.40	0.40	0.40
Delay/Veh:	30.3	10.7	10.7	26.5	14.3	14.3	30.8	30.8	28.5	24.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	10.7	10.7	26.5	14.3	14.3	30.8	30.8	28.5	24.4	24.4	24.4
LOS by Move:	C	B+	B+	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	8	8	1	10	10	4	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #2 Los Altos Ave / W Portola Ave [revised]

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446	
Loss Time (sec):	0	Average Delay (sec/veh):	10.2	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:Cumulative School PM												
Base Vol:	28	194	79	20	160	16	7	26	20	78	16	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	194	79	20	160	16	7	26	20	78	16	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	32	222	90	23	183	18	8	30	23	89	18	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	222	90	23	183	18	8	30	23	89	18	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	222	90	23	183	18	8	30	23	89	18	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.65	0.26	0.10	0.82	0.08	0.13	0.49	0.38	0.68	0.14	0.18
Final Sat.:	72	497	202	74	593	59	82	306	235	425	87	114
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.31	0.31	0.31	0.10	0.10	0.10	0.21	0.21	0.21
Crit Moves:		****			****			****				****
Delay/Veh:	10.9	10.9	10.9	9.8	9.8	9.8	8.7	8.7	8.7	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	9.8	9.8	9.8	8.7	8.7	8.7	9.5	9.5	9.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.9			9.8			8.7			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			9.8			8.7			9.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.4	0.4	0.1	0.1	0.1	0.2	0.2	0.2

****

Note: Queue reported is the number of cars per lane.

****

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	0	Average Delay (sec/veh):	19.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	258	27	73	276	49	59	112	38	41	159	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	258	27	73	276	49	59	112	38	41	159	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	23	284	30	80	303	54	65	123	42	45	175	81
Reduct Vol:	0	0	14	0	0	8	0	0	0	0	0	0
Reduced Vol:	23	284	16	80	303	46	65	123	42	45	175	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	284	16	80	303	46	65	123	42	45	175	81
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.88	0.05	0.19	0.70	0.11	0.28	0.54	0.18	0.15	0.58	0.27
Final Sat.:	37	454	25	103	390	59	131	249	84	75	290	135
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.78	0.78	0.78	0.49	0.49	0.49	0.60	0.60	0.60
Crit Moves:		****		****				****			****	
Delay/Veh:	18.2	18.2	18.2	25.6	25.6	25.6	15.1	15.1	15.1	17.4	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	18.2	25.6	25.6	25.6	15.1	15.1	15.1	17.4	17.4	17.4
LOS by Move:	C	C	C	D	D	D	C	C	C	C	C	C
ApproachDel:	18.2			25.6			15.1			17.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.2			25.6			15.1			17.4		
LOS by Appr:	C			D			C			C		
AllWayAvgQ:	1.2	1.2	1.2	2.5	2.5	2.5	0.7	0.7	0.7	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #4 Grant Rd / Covington Rd [revised]

Cycle (sec):	80	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	12	Average Delay (sec/veh):	15.2
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	85	563	16	78	855	148	85	26	115	14	32	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	563	16	78	855	148	85	26	115	14	32	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	90	598	17	83	908	157	90	28	122	15	34	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	598	17	83	908	157	90	28	122	15	34	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	598	17	83	908	157	90	28	122	15	34	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.75	0.75	0.85	0.89	0.89	0.89
Lanes:	1.00	1.94	0.06	1.00	1.70	0.30	0.77	0.23	1.00	0.19	0.43	0.38
Final Sat.:	1805	3496	99	1805	3010	521	1087	332	1615	314	719	651
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.05	0.30	0.30	0.08	0.08	0.08	0.05	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	7.8	42.6	42.6	12.4	47.2	47.2	13.0	13.0	13.0	13.0	13.0	13.0
Volume/Cap:	0.51	0.32	0.32	0.29	0.51	0.51	0.51	0.51	0.47	0.29	0.29	0.29
Delay/Veh:	36.8	10.7	10.7	30.5	9.8	9.8	32.5	32.5	31.7	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	10.7	10.7	30.5	9.8	9.8	32.5	32.5	31.7	30.1	30.1	30.1
LOS by Move:	D+	B+	B+	C	A	A	C-	C-	C	C	C	C
HCM2kAvgQ:	3	5	5	2	8	8	3	3	3	2	2	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #55 El Monte Ave / Foothill Expressway [revised]

Cycle (sec):	90	Critical Vol./Cap.(X):	1.037
Loss Time (sec):	8	Average Delay (sec/veh):	60.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:	Cumulative School PM											
Base Vol:	567	367	101	45	335	129	167	741	838	73	497	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	367	101	45	335	129	167	741	838	73	497	42
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	597	386	0	47	353	0	176	780	882	77	523	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	386	0	47	353	0	176	780	882	77	523	44
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	597	386	0	47	353	0	176	780	882	77	523	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.00	0.03	0.19	0.00	0.10	0.22	0.55	0.04	0.14	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.0	20.3	0.0	8.9	15.2	0.0	21.2	44.8	44.8	8.0	31.6	31.6
Volume/Cap:	1.10	0.90	0.00	0.27	1.10	0.00	0.41	0.43	1.10	0.48	0.41	0.08
Delay/Veh:	105.9	55.4	0.0	38.3	116	0.0	29.8	14.6	84.3	41.3	22.4	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.9	55.4	0.0	38.3	116	0.0	29.8	14.6	84.3	41.3	22.4	19.6
LOS by Move:	F	E+	A	D+	F	A	C	B	F	D	C+	B-
HCM2kAvgQ:	16	14	0	1	15	0	4	7	39	3	6	1

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #66 El Monte Ave / Covington Road-Giffin Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	7	Average Delay (sec/veh):	20.9
Optimal Cycle:	35	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0	1 0	0 1
Volume Module: Cumul School PM												
Base Vol:	15	407	120	68	346	7	4	42	17	106	45	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	407	120	68	346	7	4	42	17	106	45	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	424	125	71	360	7	4	44	18	110	47	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	424	125	71	360	7	4	44	18	110	47	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	424	125	71	360	7	4	44	18	110	47	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95	0.77	0.77	0.85
Lanes:	1.00	1.00	1.00	1.00	1.96	0.04	0.06	0.67	0.27	0.70	0.30	1.00
Final Sat.:	1805	1900	1615	1805	3528	71	115	1206	488	1028	437	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.04	0.10	0.10	0.04	0.04	0.04	0.11	0.11	0.09
Crit Moves:		****		****							****	
Green Time:	26.4	56.1	56.1	9.9	39.6	39.6	27.0	27.0	27.0	27.0	27.0	27.0
Volume/Cap:	0.03	0.40	0.14	0.40	0.26	0.26	0.13	0.13	0.13	0.40	0.40	0.32
Delay/Veh:	27.4	12.6	10.5	43.7	20.4	20.4	27.8	27.8	27.8	30.5	30.5	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	12.6	10.5	43.7	20.4	20.4	27.8	27.8	27.8	30.5	30.5	29.6
LOS by Move:	C	B	B+	D	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	2	2	4	4	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

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

Intersection #77 El Monte Ave / Cuesta Dr [revised]

Cycle (sec):	60	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	10	Average Delay (sec/veh):	18.1
Optimal Cycle:	32	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module: Cumul School PM												
Base Vol:	76	331	129	38	283	33	27	166	29	115	171	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	331	129	38	283	33	27	166	29	115	171	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	79	345	134	40	295	34	28	173	30	120	178	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	345	134	40	295	34	28	173	30	120	178	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	345	134	40	295	34	28	173	30	120	178	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15	1.00	0.86	0.14
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1582	276	1805	1598	262
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.08	0.02	0.16	0.02	0.02	0.11	0.11	0.07	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	8.2	23.4	23.4	4.0	19.1	19.1	7.0	14.1	14.1	8.5	15.6	15.6
Volume/Cap:	0.32	0.47	0.21	0.33	0.49	0.07	0.13	0.47	0.47	0.47	0.43	0.43
Delay/Veh:	24.1	14.1	12.4	28.3	17.1	14.3	24.1	20.5	20.5	25.0	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	14.1	12.4	28.3	17.1	14.3	24.1	20.5	20.5	25.0	19.1	19.1
LOS by Move:	C	B	B	C	B	B	C	C+	C+	C	B-	B-
HCM2kAvgQ:	1	5	2	1	5	0	1	4	4	3	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Antonio Rd / W Portola Ave [revised]

Cycle (sec):	65	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	12	Average Delay (sec/veh):	31.7
Optimal Cycle:	102	Level Of Service:	C

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module: Cumulative AM												
Base Vol:	282	1131	22	8	993	95	215	62	276	22	74	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	1131	22	8	993	95	215	62	276	22	74	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1131	22	8	993	95	215	62	276	22	74	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	322	1293	25	9	1135	109	246	71	315	25	85	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	1293	25	9	1135	109	246	71	315	25	85	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	1293	25	9	1135	109	246	71	315	25	85	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.67	0.67	0.85	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.83	0.17	0.78	0.22	1.00	0.17	0.57	0.26
Final Sat.:	1805	3530	69	1805	3252	311	990	285	1615	282	948	423
Capacity Analysis Module:												
Vol/Sat:	0.18	0.37	0.37	0.01	0.35	0.35	0.25	0.25	0.20	0.09	0.09	0.09
Crit Moves:	****				****			****				
Green Time:	12.2	30.9	30.9	5.2	23.8	23.8	17.0	17.0	17.0	17.0	17.0	17.0
Volume/Cap:	0.95	0.77	0.77	0.06	0.95	0.95	0.95	0.95	0.75	0.34	0.34	0.34
Delay/Veh:	62.3	16.4	16.4	27.8	34.9	34.9	60.2	60.2	29.3	20.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	16.4	16.4	27.8	34.9	34.9	60.2	60.2	29.3	20.0	20.0	20.0
LOS by Move:	E	B	B	C	C-	C-	E	E	C	B-	B-	B-
HCM2kAvgQ:	11	13	13	0	19	19	11	11	8	3	3	3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #2 Los Altos Ave / W Portola Ave [revised]

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658	
Loss Time (sec):	0	Average Delay (sec/veh):	14.5	
Optimal Cycle:	0	Level Of Service:	B	

****

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:Cumulative AM												
Base Vol:	12	236	129	34	226	7	19	24	24	144	22	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	236	129	34	226	7	19	24	24	144	22	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	236	129	34	226	7	19	24	24	144	22	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	14	278	152	40	266	8	22	28	28	169	26	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	278	152	40	266	8	22	28	28	169	26	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	278	152	40	266	8	22	28	28	169	26	60
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.63	0.34	0.13	0.85	0.02	0.28	0.36	0.36	0.66	0.10	0.24
Final Sat.:	21	422	231	79	524	16	139	176	176	372	57	132
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.51	0.51	0.51	0.16	0.16	0.16	0.45	0.45	0.45
Crit Moves:		****		****				****		****		
Delay/Veh:	16.8	16.8	16.8	13.6	13.6	13.6	10.1	10.1	10.1	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	16.8	16.8	13.6	13.6	13.6	10.1	10.1	10.1	13.1	13.1	13.1
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	16.8			13.6			10.1			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.8			13.6			10.1			13.1		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.6	1.6	1.6	0.9	0.9	0.9	0.1	0.1	0.1	0.7	0.7	0.7

****

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	0	Average Delay (sec/veh):	68.4
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	15	363	77	115	198	46	129	217	8	49	174	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	363	77	115	198	46	129	217	8	49	174	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	363	77	115	198	46	129	217	8	49	174	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	382	81	121	208	48	136	228	8	52	183	176
Reduct Vol:	0	0	39	0	0	8	0	0	0	0	0	0
Reduced Vol:	16	382	42	121	208	40	136	228	8	52	183	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	382	42	121	208	40	136	228	8	52	183	176
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.87	0.09	0.33	0.56	0.11	0.36	0.62	0.02	0.12	0.45	0.43
Final Sat.:	15	362	40	131	225	44	145	244	9	53	188	180
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.93	0.93	0.93	0.93	0.93	0.93	0.98	0.98	0.98
Crit Moves:			****	****				****			****	
Delay/Veh:	89.6	89.6	89.6	55.7	55.7	55.7	57.9	57.9	57.9	66.6	66.6	66.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	89.6	89.6	55.7	55.7	55.7	57.9	57.9	57.9	66.6	66.6	66.6
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	89.6			55.7			57.9			66.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	89.6			55.7			57.9			66.6		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	9.0	9.0	9.0	4.9	4.9	4.9	5.1	5.1	5.1	6.4	6.4	6.4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Grant Rd / Covington Rd [revised]

Cycle (sec):	80	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	12	Average Delay (sec/veh):	23.4
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	186	800	9	75	529	128	194	62	123	24	108	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	800	9	75	529	128	194	62	123	24	108	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	800	9	75	529	128	194	62	123	24	108	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	199	857	10	80	566	137	208	66	132	26	116	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	857	10	80	566	137	208	66	132	26	116	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	857	10	80	566	137	208	66	132	26	116	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.92	0.92	0.61	0.61	0.85	0.90	0.90	0.90
Lanes:	1.00	1.98	0.02	1.00	1.61	0.39	0.76	0.24	1.00	0.12	0.57	0.31
Final Sat.:	1805	3563	40	1805	2822	683	881	282	1615	214	963	535
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.04	0.20	0.20	0.24	0.24	0.08	0.12	0.12	0.12
Crit Moves:	****				****			****				
Green Time:	13.7	32.0	32.0	6.7	25.0	25.0	29.3	29.3	29.3	29.3	29.3	29.3
Volume/Cap:	0.64	0.60	0.60	0.53	0.64	0.64	0.64	0.64	0.22	0.33	0.33	0.33
Delay/Veh:	35.4	19.7	19.7	38.9	25.0	25.0	24.4	24.4	17.7	18.6	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	19.7	19.7	38.9	25.0	25.0	24.4	24.4	17.7	18.6	18.6	18.6
LOS by Move:	D+	B-	B-	D+	C	C	C	C	B	B-	B-	B-
HCM2kAvgQ:	6	9	9	3	9	9	7	7	2	4	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #55 El Monte Ave / Foothill Expressway [revised]

Cycle (sec):	90	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	8	Average Delay (sec/veh):	48.6
Optimal Cycle:	95	Level Of Service:	D

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	803	622	43	28	304	307	133	316	474	111	1273	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	803	622	43	28	304	307	133	316	474	111	1273	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	803	622	43	28	304	307	133	316	474	111	1273	113
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	854	662	0	30	323	0	141	336	504	118	1354	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	854	662	0	30	323	0	141	336	504	118	1354	120
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	854	662	0	30	323	0	141	336	504	118	1354	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.00	0.02	0.17	0.00	0.08	0.09	0.31	0.07	0.38	0.07
Crit Moves:		****		****			****				****	
Green Time:	23.4	31.8	0.0	8.0	16.3	0.0	8.0	32.9	32.9	9.4	34.2	34.2
Volume/Cap:	0.94	0.99	0.00	0.19	0.94	0.00	0.88	0.25	0.85	0.63	0.99	0.20
Delay/Veh:	49.2	60.1	0.0	38.5	68.9	0.0	79.7	20.1	38.1	45.3	48.7	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	60.1	0.0	38.5	68.9	0.0	79.7	20.1	38.1	45.3	48.7	18.8
LOS by Move:	D	E	A	D+	E	A	E-	C+	D+	D	D	B-
HCM2kAvgQ:	17	25	0	1	11	0	7	3	16	4	27	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 El Monte Ave / Covington Road-Giffin Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	7	Average Delay (sec/veh):	22.3
Optimal Cycle:	44	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0	1 0	0 1
Volume Module:												
Base Vol:	16	661	192	67	473	7	4	81	14	156	32	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	661	192	67	473	7	4	81	14	156	32	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	661	192	67	473	7	4	81	14	156	32	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	19	778	226	79	556	8	5	95	16	184	38	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	778	226	79	556	8	5	95	16	184	38	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	778	226	79	556	8	5	95	16	184	38	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.97	0.97	0.97	0.61	0.61	0.85
Lanes:	1.00	1.00	1.00	1.00	1.97	0.03	0.04	0.82	0.14	0.83	0.17	1.00
Final Sat.:	1805	1900	1615	1805	3550	53	75	1510	261	957	196	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.14	0.04	0.16	0.16	0.06	0.06	0.06	0.19	0.19	0.12
Crit Moves:		****		****							****	
Green Time:	22.3	57.9	57.9	8.0	43.6	43.6	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.05	0.71	0.24	0.55	0.36	0.36	0.23	0.23	0.23	0.71	0.71	0.43
Delay/Veh:	30.6	17.2	10.4	48.6	19.0	19.0	28.6	28.6	28.6	40.1	40.1	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	17.2	10.4	48.6	19.0	19.0	28.6	28.6	28.6	40.1	40.1	30.7
LOS by Move:	C	B	B+	D	B-	B-	C	C	C	D	D	C
HCM2kAvgQ:	0	16	3	2	6	6	3	3	3	8	8	5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #77 El Monte Ave / Cuesta Dr [revised]

Cycle (sec):	60	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	10	Average Delay (sec/veh):	19.5
Optimal Cycle:	41	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	105	435	251	37	320	46	20	131	28	205	235	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	435	251	37	320	46	20	131	28	205	235	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	435	251	37	320	46	20	131	28	205	235	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	121	500	289	43	368	53	23	151	32	236	270	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	500	289	43	368	53	23	151	32	236	270	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	500	289	43	368	53	23	151	32	236	270	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.97	0.97	0.95	0.99	0.99
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18	1.00	0.94	0.06
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1525	326	1805	1761	120
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.18	0.02	0.19	0.03	0.01	0.10	0.10	0.13	0.15	0.15
Crit Moves:		****		****				****		****		
Green Time:	7.3	24.6	24.6	4.0	21.2	21.2	5.3	9.2	9.2	12.2	16.2	16.2
Volume/Cap:	0.55	0.64	0.44	0.35	0.55	0.09	0.15	0.64	0.64	0.64	0.57	0.57
Delay/Veh:	27.6	16.0	13.2	28.6	16.5	13.0	25.7	28.8	28.8	25.8	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	16.0	13.2	28.6	16.5	13.0	25.7	28.8	28.8	25.8	20.5	20.5
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C+	C+
HCM2kAvgQ:	2	7	4	1	6	1	1	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Antonio Rd / W Portola Ave [revised]

Cycle (sec):	65	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	55	Level Of Service:	B-

Street Name:	San Antonio Road						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:	Cumul School PM											
Base Vol:	231	942	27	30	939	92	128	54	214	39	50	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	942	27	30	939	92	128	54	214	39	50	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	942	27	30	939	92	128	54	214	39	50	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	247	1009	29	32	1005	99	137	58	229	42	54	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1009	29	32	1005	99	137	58	229	42	54	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1009	29	32	1005	99	137	58	229	42	54	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.94	0.94	0.73	0.73	0.85	0.81	0.81	0.81
Lanes:	1.00	1.94	0.06	1.00	1.82	0.18	0.70	0.30	1.00	0.34	0.44	0.22
Final Sat.:	1805	3495	100	1805	3245	318	970	409	1615	525	673	336
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.29	0.02	0.31	0.31	0.14	0.14	0.14	0.08	0.08	0.08
Crit Moves:	****				****			****				
Green Time:	12.3	33.2	33.2	7.1	27.9	27.9	12.7	12.7	12.7	12.7	12.7	12.7
Volume/Cap:	0.72	0.57	0.57	0.16	0.72	0.72	0.72	0.72	0.72	0.41	0.41	0.41
Delay/Veh:	32.0	11.4	11.4	26.7	17.0	17.0	33.6	33.6	32.6	23.7	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	11.4	11.4	26.7	17.0	17.0	33.6	33.6	32.6	23.7	23.7	23.7
LOS by Move:	C-	B+	B+	C	B	B	C-	C-	C-	C	C	C
HCM2kAvgQ:	6	8	8	1	11	11	5	5	6	3	3	3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #2 Los Altos Ave / W Portola Ave [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	0	Average Delay (sec/veh):	10.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Los Altos Avenue						West Portola Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:Cumul School PM												
Base Vol:	28	194	96	25	160	16	7	30	20	95	19	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	194	96	25	160	16	7	30	20	95	19	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	194	96	25	160	16	7	30	20	95	19	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	32	222	110	29	183	18	8	34	23	109	22	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	222	110	29	183	18	8	34	23	109	22	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	222	110	29	183	18	8	34	23	109	22	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.61	0.30	0.12	0.80	0.08	0.12	0.53	0.35	0.68	0.13	0.19
Final Sat.:	66	460	228	87	558	56	74	316	211	419	84	115
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.33	0.33	0.33	0.11	0.11	0.11	0.26	0.26	0.26
Crit Moves:		****		****					****		****	
Delay/Veh:	11.6	11.6	11.6	10.1	10.1	10.1	8.9	8.9	8.9	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	11.6	10.1	10.1	10.1	8.9	8.9	8.9	10.0	10.0	10.0
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
ApproachDel:	11.6			10.1			8.9			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			10.1			8.9			10.0		
LOS by Appr:	B			B			A			B		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	27.1
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	258	49	89	276	49	59	128	38	62	176	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	258	49	89	276	49	59	128	38	62	176	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	258	49	89	276	49	59	128	38	62	176	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	23	284	54	98	303	54	65	141	42	68	193	99
Reduct Vol:	0	0	25	0	0	8	0	0	0	0	0	0
Reduced Vol:	23	284	29	98	303	46	65	141	42	68	193	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	284	29	98	303	46	65	141	42	68	193	99
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.84	0.09	0.22	0.68	0.10	0.26	0.57	0.17	0.19	0.54	0.27
Final Sat.:	32	399	41	112	348	53	113	245	73	91	258	132
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	0.71	0.87	0.87	0.87	0.57	0.57	0.57	0.75	0.75	0.75
Crit Moves:		****			****			****			****	
Delay/Veh:	22.8	22.8	22.8	37.1	37.1	37.1	18.0	18.0	18.0	25.0	25.0	25.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	22.8	37.1	37.1	37.1	18.0	18.0	18.0	25.0	25.0	25.0
LOS by Move:	C	C	C	E	E	E	C	C	C	D	D	D
ApproachDel:	22.8			37.1			18.0			25.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.8			37.1			18.0			25.0		
LOS by Appr:	C			E			C			D		
AllWayAvgQ:	1.7	1.7	1.7	3.9	3.9	3.9	0.9	0.9	0.9	2.0	2.0	2.0

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Grant Rd / Covington Rd [revised]

Cycle (sec):	80	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	12	Average Delay (sec/veh):	17.2
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Grant Road						Covington Road - Levin Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	4	10	10	4	10	10	5	5	5	5	5	5
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1! 0	0
Volume Module:												
Base Vol:	112	563	16	78	855	164	102	37	142	14	43	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	563	16	78	855	164	102	37	142	14	43	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	563	16	78	855	164	102	37	142	14	43	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	119	598	17	83	908	174	108	39	151	15	46	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	598	17	83	908	174	108	39	151	15	46	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	598	17	83	908	174	108	39	151	15	46	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.93	0.93	0.73	0.73	0.85	0.90	0.90	0.90
Lanes:	1.00	1.94	0.06	1.00	1.68	0.32	0.73	0.27	1.00	0.16	0.50	0.34
Final Sat.:	1805	3496	99	1805	2956	567	1022	371	1615	279	856	578
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.05	0.31	0.31	0.11	0.11	0.09	0.05	0.05	0.05
Crit Moves:	****				****			****				
Green Time:	9.4	41.0	41.0	12.0	43.6	43.6	15.0	15.0	15.0	15.0	15.0	15.0
Volume/Cap:	0.56	0.33	0.33	0.31	0.56	0.56	0.56	0.56	0.50	0.28	0.28	0.28
Delay/Veh:	36.9	11.6	11.6	30.9	12.3	12.3	32.3	32.3	30.4	28.3	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	11.6	11.6	30.9	12.3	12.3	32.3	32.3	30.4	28.3	28.3	28.3
LOS by Move:	D+	B+	B+	C	B	B	C-	C-	C	C	C	C
HCM2kAvgQ:	4	5	5	2	10	10	4	4	4	2	2	2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #55 El Monte Ave / Foothill Expressway [revised]

Cycle (sec):	90	Critical Vol./Cap.(X):	1.038
Loss Time (sec):	8	Average Delay (sec/veh):	60.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	El Monte Avenue						Foothill Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	8	8	8	8	8	8	8	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: Cumul School PM												
Base Vol:	567	368	101	46	336	130	169	741	838	73	497	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	368	101	46	336	130	169	741	838	73	497	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	368	101	46	336	130	169	741	838	73	497	43
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	597	387	0	48	354	0	178	780	882	77	523	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	387	0	48	354	0	178	780	882	77	523	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	597	387	0	48	354	0	178	780	882	77	523	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	1.00	1.00	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1900	1805	1900	1900	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.00	0.03	0.19	0.00	0.10	0.22	0.55	0.04	0.14	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.0	20.4	0.0	8.9	15.3	0.0	21.4	44.8	44.8	8.0	31.4	31.4
Volume/Cap:	1.10	0.90	0.00	0.27	1.10	0.00	0.42	0.43	1.10	0.48	0.42	0.08
Delay/Veh:	106.1	55.5	0.0	38.4	116	0.0	29.7	14.7	84.6	41.3	22.5	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.1	55.5	0.0	38.4	116	0.0	29.7	14.7	84.6	41.3	22.5	19.7
LOS by Move:	F	E+	A	D+	F	A	C	B	F	D	C+	B-
HCM2kAvgQ:	16	14	0	1	15	0	4	7	39	3	6	1

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 El Monte Ave / Covington Road-Giffin Rd [revised]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	7	Average Delay (sec/veh):	21.0
Optimal Cycle:	35	Level Of Service:	C+

Street Name:	El Monte Avenue						Giffin Road			Covington Road		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	12	12	8	12	12	8	8	8	8	8	8
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 1	0	0 0	1! 0	0	0	1 0	0 1
Volume Module:Cumul School PM												
Base Vol:	15	407	123	69	346	7	4	42	17	110	45	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	407	123	69	346	7	4	42	17	110	45	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	407	123	69	346	7	4	42	17	110	45	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	16	424	128	72	360	7	4	44	18	115	47	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	424	128	72	360	7	4	44	18	115	47	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	424	128	72	360	7	4	44	18	115	47	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95	0.77	0.77	0.85
Lanes:	1.00	1.00	1.00	1.00	1.96	0.04	0.06	0.67	0.27	0.71	0.29	1.00
Final Sat.:	1805	1900	1615	1805	3528	71	115	1206	488	1033	423	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.08	0.04	0.10	0.10	0.04	0.04	0.04	0.11	0.11	0.09
Crit Moves:		****		****							****	
Green Time:	26.2	55.5	55.5	9.9	39.2	39.2	27.6	27.6	27.6	27.6	27.6	27.6
Volume/Cap:	0.03	0.40	0.14	0.40	0.26	0.26	0.13	0.13	0.13	0.40	0.40	0.32
Delay/Veh:	27.5	13.0	10.8	43.8	20.7	20.7	27.3	27.3	27.3	30.1	30.1	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	13.0	10.8	43.8	20.7	20.7	27.3	27.3	27.3	30.1	30.1	29.2
LOS by Move:	C	B	B+	D	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	2	2	4	4	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #77 El Monte Ave / Cuesta Dr [revised]

Cycle (sec):	60	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	10	Average Delay (sec/veh):	18.1
Optimal Cycle:	32	Level Of Service:	B-

Street Name:	El Monte Avenue						Cuesta Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	4	8	8	4	8	8	3	4	4	3	4	4
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:Cumul School PM												
Base Vol:	76	332	129	38	284	33	27	166	29	115	171	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	332	129	38	284	33	27	166	29	115	171	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	332	129	38	284	33	27	166	29	115	171	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	79	346	134	40	296	34	28	173	30	120	178	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	346	134	40	296	34	28	173	30	120	178	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	346	134	40	296	34	28	173	30	120	178	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98	0.95	0.98	0.98
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	0.15	1.00	0.86	0.14
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	1582	276	1805	1598	262
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.08	0.02	0.16	0.02	0.02	0.11	0.11	0.07	0.11	0.11
Crit Moves:		****		****				****		****		
Green Time:	8.2	23.4	23.4	4.0	19.2	19.2	7.0	14.1	14.1	8.5	15.6	15.6
Volume/Cap:	0.32	0.47	0.21	0.33	0.49	0.07	0.13	0.47	0.47	0.47	0.43	0.43
Delay/Veh:	24.1	14.1	12.3	28.3	17.1	14.2	24.1	20.5	20.5	25.0	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	14.1	12.3	28.3	17.1	14.2	24.1	20.5	20.5	25.0	19.1	19.1
LOS by Move:	C	B	B	C	B	B	C	C+	C+	C	B-	B-
HCM2kAvgQ:	1	5	2	1	5	0	1	4	4	3	4	4

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd [revised - Mitigated]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	0	Average Delay (sec/veh):	34.7
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: 260 BCS; 200 in AM Peak												
Base Vol:	15	363	48	93	198	46	129	195	8	26	156	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	363	48	93	198	46	129	195	8	26	156	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	363	48	93	198	46	129	195	8	26	156	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	382	51	98	208	48	136	205	8	27	164	157
Reduct Vol:	0	0	24	0	0	8	0	0	0	0	0	0
Reduced Vol:	16	382	27	98	208	40	136	205	8	27	164	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	382	27	98	208	40	136	205	8	27	164	157
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.28	0.60	0.12	0.39	0.59	0.02	0.08	0.47	0.45
Final Sat.:	17	420	29	122	260	50	167	252	10	35	207	198
Capacity Analysis Module:												
Vol/Sat:	0.91	0.91	0.91	0.80	0.80	0.80	0.81	0.81	0.81	0.79	0.79	0.79
Crit Moves:		****			****			****				****
Delay/Veh:	45.4	45.4	45.4	30.5	30.5	30.5	32.0	32.0	32.0	28.9	28.9	28.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	45.4	45.4	30.5	30.5	30.5	32.0	32.0	32.0	28.9	28.9	28.9
LOS by Move:	E	E	E	D	D	D	D	D	D	D	D	D
ApproachDel:	45.4			30.5			32.0			28.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	45.4			30.5			32.0			28.9		
LOS by Appr:	E			D			D			D		
AllWayAvgQ:	4.5	4.5	4.5	2.4	2.4	2.4	2.5	2.5	2.5	2.2	2.2	2.2

Note: Queue reported is the number of cars per lane.

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LASD Provision of Facilities for BCS (2015-16 to 2018-19)
Intersection LOS Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #3 Miramonte Ave/Covington Rd [Mitigated (203 BCS in Pk Hr)]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	0	Average Delay (sec/veh):	34.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Miramonte Avenue						Covington Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module: Cumul School PM												
Base Vol:	24	292	43	92	312	55	67	136	43	58	190	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	292	43	92	312	55	67	136	43	58	190	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	292	43	92	312	55	67	136	43	58	190	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	25	307	45	97	328	58	71	143	45	61	200	98
Reduct Vol:	0	0	22	0	0	9	0	0	0	0	0	0
Reduced Vol:	25	307	23	97	328	49	71	143	45	61	200	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	307	23	97	328	49	71	143	45	61	200	98
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.86	0.07	0.20	0.70	0.10	0.27	0.56	0.17	0.17	0.56	0.27
Final Sat.:	33	398	30	102	347	52	116	234	74	79	257	126
Capacity Analysis Module:												
Vol/Sat:	0.77	0.77	0.77	0.95	0.95	0.95	0.61	0.61	0.61	0.78	0.78	0.78
Crit Moves:		****			****			****				****
Delay/Veh:	28.2	28.2	28.2	52.3	52.3	52.3	20.4	20.4	20.4	28.6	28.6	28.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	28.2	52.3	52.3	52.3	20.4	20.4	20.4	28.6	28.6	28.6
LOS by Move:	D	D	D	F	F	F	C	C	C	D	D	D
ApproachDel:	28.2			52.3			20.4			28.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.2			52.3			20.4			28.6		
LOS by Appr:	D			F			C			D		
AllWayAvgQ:	2.3	2.3	2.3	5.9	5.9	5.9	1.1	1.1	1.1	2.3	2.3	2.3

Note: Queue reported is the number of cars per lane.

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APPENDIX E
Air Quality Data

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Averaging of Construction Emissions Los Altos Unified School District

Annual Emission from CalEEMOd:

ROG	Nox	PM10	PM2.5	
0.03754	0.2614	0.0235	0.0218	tons/year

Days of Construction = (from CalEEMod input file)

	Days
Demolition =	10
Grading =	2
Building Construction =	36
Paving =	5
Total =	53

Average daily Emissions =

ROG	Nox	PM10	PM2.5	
1.42	9.86	0.89	0.82	pound/day

LAUSD

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	21.60	1000sqft	0.92	21,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2016
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjust acreage to match disturbed area

Construction Phase - Adjust phasing to match project schedule. Portables come pre-finished, no architectural coating phase.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Adjust eqiopment to match project description for installation of portables

Trips and VMT - Increase default vendor truck trips from to 5 per day during construction to match PD estimate of 50 truck trips.

Vehicle Trips - Increase trip rate to match predicted trip generation of the transportation analysis which accounts for projected student enrollment

Construction Off-road Equipment Mitigation -

Grading -

Woodstoves -

Energy Use -

Water And Wastewater -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	36.00
tblConstructionPhase	PhaseEndDate	8/5/2016	8/6/2016
tblConstructionPhase	PhaseEndDate	8/12/2016	8/13/2016
tblLandUse	LotAcreage	0.50	0.92
tblProjectCharacteristics	OperationalYear	2014	2016
tblVehicleTrips	WD_TR	13.78	27.68

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.0374	0.3493	0.2416	3.5000e-004	3.6500e-003	0.0235	0.0272	1.1900e-003	0.0218	0.0230	0.0000	31.8985	31.8985	7.9000e-003	0.0000	32.0645
Total	**0.0374**	**0.3493**	**0.2416**	**3.5000e-004**	**3.6500e-003**	**0.0235**	**0.0272**	**1.1900e-003**	**0.0218**	**0.0230**	**0.0000**	**31.8985**	**31.8985**	**7.9000e-003**	**0.0000**	**32.0645**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.0374	0.3493	0.2416	3.5000e-004	3.2300e-003	0.0235	0.0268	9.7000e-004	0.0218	0.0228	0.0000	31.8985	31.8985	7.9000e-003	0.0000	32.0644
Total	**0.0374**	**0.3493**	**0.2416**	**3.5000e-004**	**3.2300e-003**	**0.0235**	**0.0268**	**9.7000e-004**	**0.0218**	**0.0228**	**0.0000**	**31.8985**	**31.8985**	**7.9000e-003**	**0.0000**	**32.0644**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**11.51**	**0.00**	**1.55**	**18.49**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0956	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Energy	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	60.0176	60.0176	2.1300e-003	7.6000e-004	60.2985
Mobile	0.2630	0.5602	2.5876	4.9300e-003	0.3563	7.1300e-003	0.3634	0.0953	6.5500e-003	0.1018	0.0000	389.9787	389.9787	0.0170	0.0000	390.3353
Waste						0.0000	0.0000		0.0000	0.0000	5.7000	0.0000	5.7000	0.3369	0.0000	12.7740
Water						0.0000	0.0000		0.0000	0.0000	0.1413	1.8673	2.0086	0.0146	3.6000e-004	2.4268
Total	**0.3609**	**0.5807**	**2.6050**	**5.0500e-003**	**0.3563**	**8.6900e-003**	**0.3650**	**0.0953**	**8.1100e-003**	**0.1034**	**5.8413**	**451.8640**	**457.7053**	**0.3706**	**1.1200e-003**	**465.8351**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0956	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Energy	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	60.0176	60.0176	2.1300e-003	7.6000e-004	60.2985
Mobile	0.2630	0.5602	2.5876	4.9300e-003	0.3563	7.1300e-003	0.3634	0.0953	6.5500e-003	0.1018	0.0000	389.9787	389.9787	0.0170	0.0000	390.3353
Waste						0.0000	0.0000		0.0000	0.0000	5.7000	0.0000	5.7000	0.3369	0.0000	12.7740
Water						0.0000	0.0000		0.0000	0.0000	0.1413	1.8673	2.0086	0.0146	3.6000e-004	2.4266
Total	**0.3609**	**0.5807**	**2.6050**	**5.0500e-003**	**0.3563**	**8.6900e-003**	**0.3650**	**0.0953**	**8.1100e-003**	**0.1034**	**5.8413**	**451.8640**	**457.7053**	**0.3706**	**1.1200e-003**	**465.8349**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Demolition	6/1/2016	6/14/2016	5	10	
2	Grading	Grading	6/15/2016	6/16/2016	5	2	
3	Building Construction	Building Construction	6/17/2016	8/6/2016	5	36	
4	Paving	Paving	8/7/2016	8/13/2016	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Rubber Tired Dozers	1	1.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	4.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**6.5600e-003**	**0.0562**	**0.0435**	**6.0000e-005**		**4.0200e-003**	**4.0200e-003**		**3.8400e-003**	**3.8400e-003**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	2.6000e-004	2.5400e-003	1.0000e-005	4.6000e-004	0.0000	4.6000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4011	0.4011	2.0000e-005	0.0000	0.4016
Total	**1.9000e-004**	**2.6000e-004**	**2.5400e-003**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**4.6000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4011**	**0.4011**	**2.0000e-005**	**0.0000**	**0.4016**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**6.5600e-003**	**0.0562**	**0.0435**	**6.0000e-005**		**4.0200e-003**	**4.0200e-003**		**3.8400e-003**	**3.8400e-003**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	2.6000e-004	2.5400e-003	1.0000e-005	4.6000e-004	0.0000	4.6000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4011	0.4011	2.0000e-005	0.0000	0.4016
Total	**1.9000e-004**	**2.6000e-004**	**2.5400e-003**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**4.6000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4011**	**0.4011**	**2.0000e-005**	**0.0000**	**0.4016**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	1.3100e-003	0.0112	8.7000e-003	1.0000e-005		8.0000e-004	8.0000e-004		7.7000e-004	7.7000e-004	0.0000	1.0828	1.0828	2.2000e-004	0.0000	1.0874
Total	**1.3100e-003**	**0.0112**	**8.7000e-003**	**1.0000e-005**	**7.5000e-004**	**8.0000e-004**	**1.5500e-003**	**4.1000e-004**	**7.7000e-004**	**1.1800e-003**	**0.0000**	**1.0828**	**1.0828**	**2.2000e-004**	**0.0000**	**1.0874**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.1000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0802	0.0802	0.0000	0.0000	0.0803
Total	**4.0000e-005**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0802**	**0.0802**	**0.0000**	**0.0000**	**0.0803**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0112	8.7000e-003	1.0000e-005		8.0000e-004	8.0000e-004		7.7000e-004	7.7000e-004	0.0000	1.0828	1.0828	2.2000e-004	0.0000	1.0874
Total	**1.3100e-003**	**0.0112**	**8.7000e-003**	**1.0000e-005**	**3.4000e-004**	**8.0000e-004**	**1.1400e-003**	**1.9000e-004**	**7.7000e-004**	**9.6000e-004**	**0.0000**	**1.0828**	**1.0828**	**2.2000e-004**	**0.0000**	**1.0874**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.1000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0802	0.0802	0.0000	0.0000	0.0803
Total	**4.0000e-005**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0802**	**0.0802**	**0.0000**	**0.0000**	**0.0803**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0249	0.2467	0.1478	2.0000e-004		0.0169	0.0169		0.0156	0.0156	0.0000	19.2450	19.2450	5.8000e-003	0.0000	19.3669
Total	**0.0249**	**0.2467**	**0.1478**	**2.0000e-004**		**0.0169**	**0.0169**		**0.0156**	**0.0156**	**0.0000**	**19.2450**	**19.2450**	**5.8000e-003**	**0.0000**	**19.3669**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5000e-004	7.1900e-003	9.7300e-003	2.0000e-005	4.7000e-004	1.1000e-004	5.7000e-004	1.3000e-004	1.0000e-004	2.3000e-004	0.0000	1.5570	1.5570	1.0000e-005	0.0000	1.5573
Worker	6.0000e-004	8.5000e-004	8.2400e-003	2.0000e-005	1.4700e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.2996	1.2996	7.0000e-005	0.0000	1.3011
Total	**1.4500e-003**	**8.0400e-003**	**0.0180**	**4.0000e-005**	**1.9400e-003**	**1.2000e-004**	**2.0600e-003**	**5.2000e-004**	**1.1000e-004**	**6.3000e-004**	**0.0000**	**2.8567**	**2.8567**	**8.0000e-005**	**0.0000**	**2.8584**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0249	0.2467	0.1478	2.0000e-004		0.0169	0.0169		0.0156	0.0156	0.0000	19.2450	19.2450	5.8000e-003	0.0000	19.3669
Total	**0.0249**	**0.2467**	**0.1478**	**2.0000e-004**		**0.0169**	**0.0169**		**0.0156**	**0.0156**	**0.0000**	**19.2450**	**19.2450**	**5.8000e-003**	**0.0000**	**19.3669**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5000e-004	7.1900e-003	9.7300e-003	2.0000e-005	4.7000e-004	1.1000e-004	5.7000e-004	1.3000e-004	1.0000e-004	2.3000e-004	0.0000	1.5570	1.5570	1.0000e-005	0.0000	1.5573

Worker	6.0000e-004	8.5000e-004	8.2400e-003	2.0000e-005	1.4700e-003	1.0000e-005	1.4900e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.2996	1.2996	7.0000e-005	0.0000	1.3011
Total	**1.4500e-003**	**8.0400e-003**	**0.0180**	**4.0000e-005**	**1.9400e-003**	**1.2000e-004**	**2.0600e-003**	**5.2000e-004**	**1.1000e-004**	**6.3000e-004**	**0.0000**	**2.8567**	**2.8567**	**8.0000e-005**	**0.0000**	**2.8584**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0266	0.0182	3.0000e-005		1.6500e-003	1.6500e-003		1.5300e-003	1.5300e-003	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8000e-003**	**0.0266**	**0.0182**	**3.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5300e-003**	**1.5300e-003**	**0.0000**	**2.4575**	**2.4575**	**6.7000e-004**	**0.0000**	**2.4717**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.4000e-004	2.2900e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3610	0.3610	2.0000e-005	0.0000	0.3614
Total	**1.7000e-004**	**2.4000e-004**	**2.2900e-003**	**0.0000**	**4.1000e-004**	**0.0000**	**4.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3610**	**0.3610**	**2.0000e-005**	**0.0000**	**0.3614**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0266	0.0182	3.0000e-005		1.6500e-003	1.6500e-003		1.5300e-003	1.5300e-003	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8000e-003**	**0.0266**	**0.0182**	**3.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5300e-003**	**1.5300e-003**	**0.0000**	**2.4575**	**2.4575**	**6.7000e-004**	**0.0000**	**2.4717**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.4000e-004	2.2900e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3610	0.3610	2.0000e-005	0.0000	0.3614
Total	**1.7000e-004**	**2.4000e-004**	**2.2900e-003**	**0.0000**	**4.1000e-004**	**0.0000**	**4.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3610**	**0.3610**	**2.0000e-005**	**0.0000**	**0.3614**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2630	0.5602	2.5876	4.9300e-003	0.3563	7.1300e-003	0.3634	0.0953	6.5500e-003	0.1018	0.0000	389.9787	389.9787	0.0170	0.0000	390.3353
Unmitigated	0.2630	0.5602	2.5876	4.9300e-003	0.3563	7.1300e-003	0.3634	0.0953	6.5500e-003	0.1018	0.0000	389.9787	389.9787	0.0170	0.0000	390.3353

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior High School	597.89	0.00	0.00	960,120	960,120
Total	597.89	0.00	0.00	960,120	960,120

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-...	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior High School	9.50	7.30	7.30	72.80	22.20	5.00	63	25	12

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552322	0.058092	0.185339	0.123855	0.029634	0.004459	0.012625	0.022329	0.001774	0.001272	0.006012	0.000525	0.001763

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	37.7021	37.7021	1.7000e-003	3.5000e-004	37.8473
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	37.7021	37.7021	1.7000e-003	3.5000e-004	37.8473
NaturalGas Mitigated	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3155	22.3155	4.3000e-004	4.1000e-004	22.4513
NaturalGas Unmitigated	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3155	22.3155	4.3000e-004	4.1000e-004	22.4513

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior High School	418176	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3155	22.3155	4.3000e-004	4.1000e-004	22.4513
Total		**2.2500e-003**	**0.0205**	**0.0172**	**1.2000e-004**		**1.5600e-003**	**1.5600e-003**		**1.5600e-003**	**1.5600e-003**	**0.0000**	**22.3155**	**22.3155**	**4.3000e-004**	**4.1000e-004**	**22.4513**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr										MT/yr					
Junior High School	418176	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.3155	22.3155	4.3000e-004	4.1000e-004	22.4513
Total		**2.2500e-003**	**0.0205**	**0.0172**	**1.2000e-004**		**1.5600e-003**	**1.5600e-003**		**1.5600e-003**	**1.5600e-003**	**0.0000**	**22.3155**	**22.3155**	**4.3000e-004**	**4.1000e-004**	**22.4513**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior High School	129600	37.7021	1.7000e-003	3.5000e-004	37.8473
Total		**37.7021**	**1.7000e-003**	**3.5000e-004**	**37.8473**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior High School	129600	37.7021	1.7000e-003	3.5000e-004	37.8473
Total		**37.7021**	**1.7000e-003**	**3.5000e-004**	**37.8473**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0956	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Unmitigated	0.0956	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0113					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0844					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Total	**0.0956**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.9000e-004**	**3.9000e-004**	**0.0000**	**0.0000**	**4.1000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	0.0844					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.9000e-004	3.9000e-004	0.0000	0.0000	4.1000e-004
Architectural Coating	0.0113					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0956**	**0.0000**	**2.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**3.9000e-004**	**3.9000e-004**	**0.0000**	**0.0000**	**4.1000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.0086	0.0146	3.6000e-004	2.4266
Unmitigated	2.0086	0.0146	3.6000e-004	2.4268

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e

Land Use	Mgal	MT/yr			
Junior High School	0.445414 / 1.14535	2.0086	0.0146	3.6000e-004	2.4268
Total		**2.0086**	**0.0146**	**3.6000e-004**	**2.4268**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior High School	0.445414 / 1.14535	2.0086	0.0146	3.6000e-004	2.4266
Total		**2.0086**	**0.0146**	**3.6000e-004**	**2.4266**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.7000	0.3369	0.0000	12.7740

Unmitigated	5.7000	0.3369	0.0000	12.7740

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior High School	28.08	5.7000	0.3369	0.0000	12.7740
Total		**5.7000**	**0.3369**	**0.0000**	**12.7740**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior High School	28.08	5.7000	0.3369	0.0000	12.7740
Total		**5.7000**	**0.3369**	**0.0000**	**12.7740**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

LAUSD

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	21.60	1000sqft	0.92	21,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2016
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjust acreage to match disturbed area

Construction Phase - Adjust phasing to match project schedule. Portables come pre-finished, no architectural coating phase.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Adjust eqiopment to match project description for installation of portables

Trips and VMT - Increase default vendor truck trips from to 5 per day during construction to match PD estimate of 50 truck trips.

Vehicle Trips - Increase trip rate to match predicted trip generation of the transportation analysis which accounts for projected student enrollment

Construction Off-road Equipment Mitigation -

Grading -

Woodstoves -

Energy Use -

Water And Wastewater -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	36.00
tblConstructionPhase	PhaseEndDate	8/5/2016	8/6/2016
tblConstructionPhase	PhaseEndDate	8/12/2016	8/13/2016
tblLandUse	LotAcreage	0.50	0.92
tblProjectCharacteristics	OperationalYear	2014	2016
tblVehicleTrips	WD_TR	13.78	27.68

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	1.4706	14.1614	9.3298	0.0132	0.8471	0.9465	1.6517	0.4388	0.8708	1.2068	0.0000	1,352.0965	1,352.0965	0.3605	0.0000	1,359.6675
Total	**1.4706**	**14.1614**	**9.3298**	**0.0132**	**0.8471**	**0.9465**	**1.6517**	**0.4388**	**0.8708**	**1.2068**	**0.0000**	**1,352.0965**	**1,352.0965**	**0.3605**	**0.0000**	**1,359.6675**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	1.4706	14.1614	9.3298	0.0132	0.4331	0.9465	1.2377	0.2112	0.8708	0.9792	0.0000	1,352.0965	1,352.0965	0.3605	0.0000	1,359.6675
Total	**1.4706**	**14.1614**	**9.3298**	**0.0132**	**0.4331**	**0.9465**	**1.2377**	**0.2112**	**0.8708**	**0.9792**	**0.0000**	**1,352.0965**	**1,352.0965**	**0.3605**	**0.0000**	**1,359.6675**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**48.88**	**0.00**	**25.07**	**51.87**	**0.00**	**18.86**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.5242	2.0000e-005	2.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.7300e-003	4.7300e-003	1.0000e-005		5.0100e-003
Energy	0.0124	0.1123	0.0944	6.7000e-004		8.5400e-003	8.5400e-003		8.5400e-003	8.5400e-003		134.7868	134.7868	2.5800e-003	2.4700e-003	135.6071
Mobile	2.1888	4.4951	21.5947	0.0376	2.8377	0.0551	2.8928	0.7565	0.0506	0.8072		3,277.1159	3,277.1159	0.1442		3,280.1448
Total	**2.7253**	**4.6075**	**21.6914**	**0.0383**	**2.8377**	**0.0637**	**2.9013**	**0.7565**	**0.0592**	**0.8157**		**3,411.9074**	**3,411.9074**	**0.1468**	**2.4700e-003**	**3,415.7569**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Area	0.5242	2.0000e-005	2.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.7300e-003	4.7300e-003	1.0000e-005		5.0100e-003
Energy	0.0124	0.1123	0.0944	6.7000e-004		8.5400e-003	8.5400e-003		8.5400e-003	8.5400e-003		134.7868	134.7868	2.5800e-003	2.4700e-003	135.6071
Mobile	2.1888	4.4951	21.5947	0.0376	2.8377	0.0551	2.8928	0.7565	0.0506	0.8072		3,277.1159	3,277.1159	0.1442		3,280.1448
Total	**2.7253**	**4.6075**	**21.6914**	**0.0383**	**2.8377**	**0.0637**	**2.9013**	**0.7565**	**0.0592**	**0.8157**		**3,411.9074**	**3,411.9074**	**0.1468**	**2.4700e-003**	**3,415.7569**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Demolition	6/1/2016	6/14/2016	5	10	
2	Grading	Grading	6/15/2016	6/16/2016	5	2	
3	Building Construction	Building Construction	6/17/2016	8/6/2016	5	36	
4	Paving	Paving	8/7/2016	8/13/2016	5	5	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Concrete/Industrial Saws	1	8.00	81	0.73

Site Preparation	Rubber Tired Dozers	1	1.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	9.00	4.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.3387**	**0.8039**	**1.1426**	**0.1862**	**0.7674**	**0.9536**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**		**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0530	0.4042	0.6451	9.5000e-004	0.0266	6.0200e-003	0.0326	7.6000e-003	5.5400e-003	0.0131		94.9282	94.9282	7.8000e-004		94.9445
Worker	0.0361	0.0514	0.4725	9.4000e-004	0.0849	6.5000e-004	0.0855	0.0225	6.0000e-004	0.0231		78.6135	78.6135	4.2500e-003		78.7028

Total	**0.0890**	**0.4556**	**1.1176**	**1.8900e-003**	**0.1115**	**6.6700e-003**	**0.1182**	**0.0301**	**6.1400e-003**	**0.0362**		**173.5416**	**173.5416**	**5.0300e-003**		**173.6473**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**	**0.0000**	**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0530	0.4042	0.6451	9.5000e-004	0.0266	6.0200e-003	0.0326	7.6000e-003	5.5400e-003	0.0131		94.9282	94.9282	7.8000e-004		94.9445
Worker	0.0361	0.0514	0.4725	9.4000e-004	0.0849	6.5000e-004	0.0855	0.0225	6.0000e-004	0.0231		78.6135	78.6135	4.2500e-003		78.7028
Total	**0.0890**	**0.4556**	**1.1176**	**1.8900e-003**	**0.1115**	**6.6700e-003**	**0.1182**	**0.0301**	**6.1400e-003**	**0.0362**		**173.5416**	**173.5416**	**5.0300e-003**		**173.6473**

3.5 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.1027	0.9450	1.8800e-003	0.1698	1.3100e-003	0.1711	0.0450	1.2000e-003	0.0462		157.2270	157.2270	8.5100e-003		157.4056
Total	**0.0721**	**0.1027**	**0.9450**	**1.8800e-003**	**0.1698**	**1.3100e-003**	**0.1711**	**0.0450**	**1.2000e-003**	**0.0462**		**157.2270**	**157.2270**	**8.5100e-003**		**157.4056**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.1027	0.9450	1.8800e-003	0.1698	1.3100e-003	0.1711	0.0450	1.2000e-003	0.0462		157.2270	157.2270	8.5100e-003		157.4056
Total	**0.0721**	**0.1027**	**0.9450**	**1.8800e-003**	**0.1698**	**1.3100e-003**	**0.1711**	**0.0450**	**1.2000e-003**	**0.0462**		**157.2270**	**157.2270**	**8.5100e-003**		**157.4056**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1888	4.4951	21.5947	0.0376	2.8377	0.0551	2.8928	0.7565	0.0506	0.8072		3,277.1159	3,277.1159	0.1442		3,280.1448
Unmitigated	2.1888	4.4951	21.5947	0.0376	2.8377	0.0551	2.8928	0.7565	0.0506	0.8072		3,277.1159	3,277.1159	0.1442		3,280.1448

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior High School	597.89	0.00	0.00	960,120	960,120
Total	597.89	0.00	0.00	960,120	960,120

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior High School	9.50	7.30	7.30	72.80	22.20	5.00	63	25	12

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552322	0.058092	0.185339	0.123855	0.029634	0.004459	0.012625	0.022329	0.001774	0.001272	0.006012	0.000525	0.001763

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0124	0.1123	0.0944	6.7000e-004		8.5400e-003	8.5400e-003		8.5400e-003	8.5400e-003		134.7868	134.7868	2.5800e-003	2.4700e-003	135.6071
NaturalGas Unmitigated	0.0124	0.1123	0.0944	6.7000e-004		8.5400e-003	8.5400e-003		8.5400e-003	8.5400e-003		134.7868	134.7868	2.5800e-003	2.4700e-003	135.6071

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior High School	1145.69	0.0124	0.1123	0.0944	6.7000e-004		8.5400e-003	8.5400e-003		8.5400e-003	8.5400e-003		134.7868	134.7868	2.5800e-003	2.4700e-003	135.6071
Total		**0.0124**	**0.1123**	**0.0944**	**6.7000e-004**		**8.5400e-003**	**8.5400e-003**		**8.5400e-003**	**8.5400e-003**		**134.7868**	**134.7868**	**2.5800e-003**	**2.4700e-003**	**135.6071**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior High School	1.14569	0.0124	0.1123	0.0944	6.7000e-004		8.5400e-003	8.5400e-003		8.5400e-003	8.5400e-003		134.7868	134.7868	2.5800e-003	2.4700e-003	135.6071
Total		**0.0124**	**0.1123**	**0.0944**	**6.7000e-004**		**8.5400e-003**	**8.5400e-003**		**8.5400e-003**	**8.5400e-003**		**134.7868**	**134.7868**	**2.5800e-003**	**2.4700e-003**	**135.6071**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5242	2.0000e-005	2.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.7300e-003	4.7300e-003	1.0000e-005		5.0100e-003
Unmitigated	0.5242	2.0000e-005	2.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.7300e-003	4.7300e-003	1.0000e-005		5.0100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0617					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4622					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2000e-004	2.0000e-005	2.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.7300e-003	4.7300e-003	1.0000e-005		5.0100e-003
Total	**0.5242**	**2.0000e-005**	**2.2600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.7300e-003**	**4.7300e-003**	**1.0000e-005**		**5.0100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					

Consumer Products	0.4622					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.2000e-004	2.0000e-005	2.2600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.7300e-003	4.7300e-003	1.0000e-005		5.0100e-003
Architectural Coating	0.0617					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5242**	**2.0000e-005**	**2.2600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.7300e-003**	**4.7300e-003**	**1.0000e-005**		**5.0100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

BCS Students and Faculty/Staff (Proposed Project)
(Using Mode Split for Students and for Faculty/Staff)

Existing - Total

Students =	709	
Faculty/Staff =	78	
VTE (students) =	1772	
VTE (faculty/staff) =	156	
Daily VTE =	1928	

Proposed - Total

Students =	775	*per Settlement*
Faculty/Staff =	85	*assume existing staff/student ratio*
VTE (students) =	1938	
VTE (faculty/staff) =	170	
Daily VTE =	2108	

Net Change - Total

Morning VTE =	90
Afternoon VTE =	90
Midday Trip Factor =	1.15
Daily VTE =	**207**

BCS Students and Faculty/Staff (Proposed Project)
(Using Mode Split for Students and for Faculty/Staff)

Existing - Total

Students =	709	
Faculty/Staff =	78	
VTE (students) =	1772	
VTE (faculty/staff) =	156	
Daily VTE =	1928	

Proposed - Total

Students =	829	*per Settlement*
Faculty/Staff =	91	*assume existing staff/student ratio*
VTE (students) =	2072	
VTE (faculty/staff) =	182	
Daily VTE =	2254	

Net Change - Total

Morning VTE =	163
Afternoon VTE =	163
Midday Trip Factor =	1.15
Daily VTE =	**374**

BCS Students and Faculty/Staff (Proposed Project)
(Using Mode Split for Students and for Faculty/Staff)

Existing - Total

Students =	709	
Faculty/Staff =	78	
VTE (students) =	1772	
VTE (faculty/staff) =	156	
Daily VTE =	1928	

Proposed - Total

Students =	874	*per Settlement*
Faculty/Staff =	96	*assume existing staff/student ratio*
VTE (students) =	2185	
VTE (faculty/staff) =	192	
Daily VTE =	2377	

Net Change - Total

Morning VTE =	225
Afternoon VTE =	225
Midday Trip Factor =	1.15
Daily VTE =	**516**

BCS Students and Faculty/Staff (Proposed Project)
(Using Mode Split for Students and for Faculty/Staff)

Existing - Total

Students =	709	
Faculty/Staff =	78	
VTE (students) =	1772	
VTE (faculty/staff) =	156	
Daily VTE =	1928	

Proposed - Total

Students =	900	*per Settlement*
Faculty/Staff =	99	*assume existing staff/student ratio*
VTE (students) =	2250	
VTE (faculty/staff) =	198	
Daily VTE =	2448	

Net Change - Total

Morning VTE =	260
Afternoon VTE =	260
Midday Trip Factor =	1.15
Daily VTE =	**598**

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APPENDIX F
Noise Data

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Existing AM

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE %					VEHICLE SPEED						NOISE LEVEL (dBA)			CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak				Auto		MT		HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT						
	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Portola	San Ant	School	794	97	770.18	2	15.88	1	7.94	25	40	25	40	25	40	59.0	53.8	58.4	62.3	40	58.1	8.1	26.7	
Portola	L. Altos	School	333	97	323.01	2	6.66	1	3.33	25	40	25	40	25	40	55.2	50.0	54.6	58.6	40	54.3	3.4	11.2	
Covington	Miramonte	Blach	626	97	607.22	2	12.52	1	6.26	25	40	25	40	25	40	57.9	52.7	57.4	61.3	40	57.1	6.4	21.1	
Covington	Blach	Grant	630	97	611.1	2	12.6	1	6.3	25	40	25	40	25	40	58.0	52.8	57.4	61.3	40	57.1	6.5	21.2	

Existing AM + Max Increase

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE %					VEHICLE SPEED						NOISE LEVEL (dBA)			CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA		
Calveno Peak				Auto		MT		HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT							
	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)		
Portola	San Ant	School	980	97	950.6	2	19.6	1	9.8	25	40	25	40	25	40	59.9	54.7	59.3	63.3	40	59.0	10.1	33.0	0.9
Portola	L. Altos	School	399	97	387.03	2	7.98	1	3.99	25	40	25	40	25	40	56.0	50.8	55.4	59.4	40	55.1	4.1	13.4	0.8
Covington	Miramonte	Blach	761	97	738.17	2	15.22	1	7.61	25	40	25	40	25	40	58.8	53.6	58.2	62.2	40	57.9	7.8	25.6	
Covington	Blach	Grant	693	97	672.21	2	13.86	1	6.93	25	40	25	40	25	40	58.4	53.2	57.8	61.8	40	57.5	7.1	23.3	

Existing School PM

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE %					VEHICLE SPEED						NOISE LEVEL (dBA)			CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA	
Calveno Peak				Auto		MT		HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT						
	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)	
Portola	San Ant	School	614	97	595.58	2	12.28	1	6.14	25	40	25	40	25	40	57.8	52.6	57.3	61.2	40	57.0	6.3	20.7	
Portola	L. Altos	School	238	97	230.86	2	4.76	1	2.38	25	40	25	40	25	40	53.7	48.5	53.2	57.1	40	52.9	2.4	8.0	
Covington	Miramonte	Blach	479	97	464.63	2	9.58	1	4.79	25	40	25	40	25	40	56.8	51.6	56.2	60.2	40	55.9	4.9	16.1	
Covington	Blach	Grant	485	97	470.45	2	9.7	1	4.85	25	40	25	40	25	40	56.8	51.6	56.3	60.2	40	55.9	5.0	16.3	

Existing School PM + Max Increase

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE %					VEHICLE SPEED						NOISE LEVEL (dBA)			CALCULATED NOISE LEVEL 15 meters from	Receptor Dist. from Roadway	Adjusted Noise Level	Distance from Roadway to 65 dBA	Distance from Roadway to 65 dBA		
Calveno Peak				Auto		MT		HT	Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT							
	from:	to:		%	Auto	%	MT	%	HT										roadway center)	Center (m.)	(dBA)	(m.)	(ft)		
Portola	San Ant	School	723	97	701.31	2	14.46	1	7.23	25	40	25	40	25	40	58.6	53.4	58.0	61.9	40	57.7	7.4	24.3	0.7
Portola	L. Altos	School	286	97	277.42	2	5.72	1	2.86	25	40	25	40	25	40	54.5	49.3	54.0	57.9	40	53.7	2.9	9.6	0.8
Covington	Miramonte	Blach	587	97	569.39	2	11.74	1	5.87	25	40	25	40	25	40	57.7	52.4	57.1	61.0	40	56.8	6.0	19.8	
Covington	Blach	Grant	593	97	575.21	2	11.86	1	5.93	25	40	25	40	25	40	57.7	52.5	57.1	61.1	40	56.8	6.1	20.0	

Cumulative AM

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Auto k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL (15 meters from roadway center)	Receptor Dist. from Roadway Center (m.)	Adjusted Noise Level (dBA)	Distance from Roadway to 65 dBA (m.)	Distance from Roadway to 65 dBA (ft)
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT														
Portola	San Ant	School	806	97	781.82	2	16.12	1	8.06	25	40	25	40	25	40	59.0	53.8	58.5	62.4	40	58.2	8.3	27.1
Portola	L. Altos	School	337	97	326.89	2	6.74	1	3.37	25	40	25	40	25	40	55.2	50.0	54.7	58.6	40	54.4	3.5	11.3
Covington	Miramonte	Blach	635	97	615.95	2	12.7	1	6.35	25	40	25	40	25	40	58.0	52.8	57.4	61.4	40	57.1	6.5	21.4
Covington	Blach	Grant	638	97	618.86	2	12.76	1	6.38	25	40	25	40	25	40	58.0	52.8	57.4	61.4	40	57.1	6.5	21.5

Cumulative + Scenario 1 AM

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Auto k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL (15 meters from roadway center)	Receptor Dist. from Roadway Center (m.)	Adjusted Noise Level (dBA)	Distance from Roadway to 65 dBA (m.)	Distance from Roadway to 65 dBA (ft)	
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT															
Portola	San Ant	School	1004	97	973.88	2	20.08	1	10.04	25	40	25	40	25	40	60.0	54.8	59.4	63.4	40	59.1	10.3	33.8	1.0
Portola	L. Altos	School	405	97	392.85	2	8.1	1	4.05	25	40	25	40	25	40	56.0	50.8	55.5	59.4	40	55.2	4.2	13.6	0.8
Covington	Miramonte	Blach	799	97	775.03	2	15.98	1	7.99	25	40	25	40	25	40	59.0	53.8	58.4	62.4	40	58.1	8.2	26.9	
Covington	Blach	Grant	801	97	776.97	2	16.02	1	8.01	25	40	25	40	25	40	59.0	53.8	58.4	62.4	40	58.1	8.2	27.0	

Cumulative PM

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Auto k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL (15 meters from roadway center)	Receptor Dist. from Roadway Center (m.)	Adjusted Noise Level (dBA)	Distance from Roadway to 65 dBA (m.)	Distance from Roadway to 65 dBA (ft)
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT														
Portola	San Ant	School	624	97	605.28	2	12.48	1	6.24	25	40	25	40	25	40	57.9	52.7	57.4	61.3	40	57.0	6.4	21.0
Portola	L. Altos	School	240	97	232.8	2	4.8	1	2.4	25	40	25	40	25	40	53.8	48.6	53.2	57.2	40	52.9	2.5	8.1
Covington	Miramonte	Blach	486	97	471.42	2	9.72	1	4.86	25	40	25	40	25	40	56.8	51.6	56.3	60.2	40	56.0	5.0	16.4
Covington	Blach	Grant	491	97	476.27	2	9.82	1	4.91	25	40	25	40	25	40	56.9	51.7	56.3	60.3	40	56.0	5.0	16.5

Cumulative + Scenario 1 PM

ROAD SEGMENT			TOTAL # VEHICLES	VEHICLE TYPE % Auto		MT		HT		VEHICLE SPEED Auto k/h		MT k/h		HT k/h		NOISE LEVEL (dBA) Auto	MT	HT	CALCULATED NOISE LEVEL (15 meters from roadway center)	Receptor Dist. from Roadway Center (m.)	Adjusted Noise Level (dBA)	Distance from Roadway to 65 dBA (m.)	Distance from Roadway to 65 dBA (ft)	
Calveno Peak	from:	to:		%	Auto	%	MT	%	HT															
Portola	San Ant	School	769	97	745.93	2	15.38	1	7.69	25	40	25	40	25	40	58.8	53.6	58.3	62.2	40	58.0	7.9	25.9	0.9
Portola	L. Altos	School	291	97	282.27	2	5.82	1	2.91	25	40	25	40	25	40	54.6	49.4	54.0	58.0	40	53.7	3.0	9.8	0.8
Covington	Miramonte	Blach	594	97	576.18	2	11.88	1	5.94	25	40	25	40	25	40	57.7	52.5	57.1	61.1	40	56.8	6.1	20.0	
Covington	Blach	Grant	600	97	582	2	12	1	6	25	40	25	40	25	40	57.7	52.5	57.2	61.1	40	56.9	6.2	20.2	