
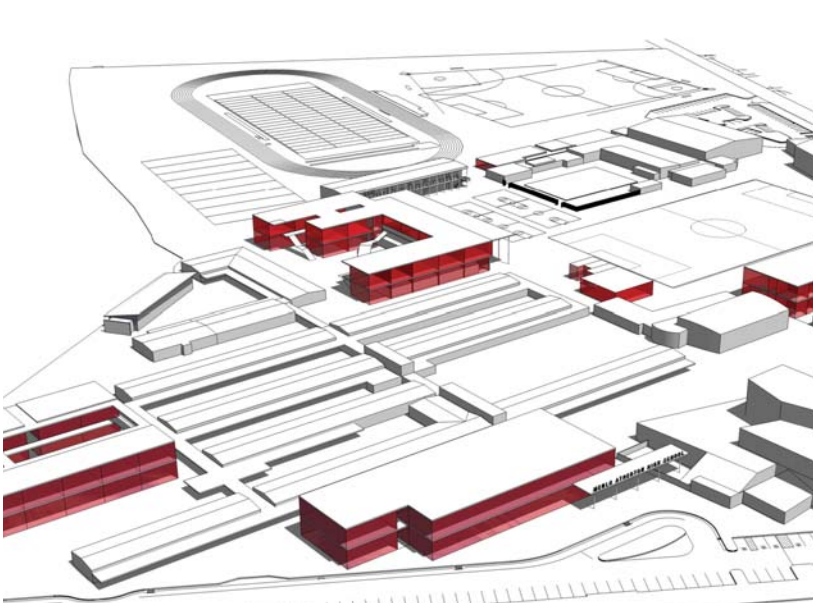

# Menlo-Atherton High School Campus Facilities Master Plan

# Final Program Environmental Impact Report

July 9, 2015

*State Clearinghouse*
*#2015022020*

Sequoia Union High School District
480 James Avenue
Redwood City, CA 94062

# MENLO-ATHERTON HIGH SCHOOL FACILITIES MASTER PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

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## ACRONYMS, ABBREVIATIONS, AND SYMBOLS

| Acronym / Symbol | Full Phrase or Description |
|---|---|
| BAAQMD | Bay Area Air Quality Management District |
| C/CAG | City / County Association of Governments (San Mateo County) |
| CA | California |
| Caltrans | California Department of Transportation |
| CEQA | California Environmental Quality Act |
| CHP | California Highway Patrol |
| dB | Decibel |
| DSA | Division of the State Architect |
| EIR | Environmental Impact Report |
| FMP | Facilities Master Plan |
| HVAC | Heating, Vacuum, and Air Conditioning |
| ITE | Institute of Transportation Engineers |
| Ldn | Day-Night Noise Level |
| Leq | Equivalent Noise Level (Hourly) |
| MAHS | Menlo-Atherton High School |
| MAHS FMP | Menlo-Atherton High School Facilities Master Plan |
| MMRP | Mitigation Monitoring and Reporting Program |
| MR | Master Response |
| NOA | Notice of Availability |
| NOP | Notice of Preparation |
| OTS | California Office of Traffic Safety |
| PA | Public Address |
| ROW | Right of Way |
| RTC | Response to Comment |
| SCH | State Clearinghouse |
| STC | Sound Transmission Class |
| SUHSD | Sequoia Union High School District |
| TDM | Travel Demand Management |
| TIA | Transportation Impact Analysis |

# CHAPTER 1 INTRODUCTION

This document is the Final Program Environmental Impact Report (EIR) for the Sequoia Union High School District's (SUHSD, or the District) Menlo-Atherton High School (MAHS) Campus Facilities Master Plan (FMP). The MAHS FMP outlines the structural facilities needed to accommodate the growth in student enrollment forecast to occur at MAHS by 2020 and would guide development at MAHS over the near- to intermediate-term (approximately the next five to 10 years). The District would implement the FMP in phases, beginning in summer 2015. FMP projects would replace and/or add academic, athletic, and administrative-related spaces to the campus, as well as repair and maintain existing campus infrastructure. In total, the FMP could result in a net increase in 22 classrooms at the MAHS campus, as well as other campus physical improvements. MAHS is an existing, comprehensive high school located at 555 Middlefield Road, in the Town of Atherton, in southern San Mateo County.

Per California Environmental Quality Act (CEQA) Guidelines section 15132, the Final EIR shall consist of:

- The Draft EIR or a revision of the draft
- Comments and recommendations on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process
- Any other information added by the Lead Agency

## 1.1 ENVIRONMENTAL REVIEW PROCESS

The SUHSD determined that the implementation of the MAHS FMP has the potential to have a significant impact on the environment and that an EIR would be prepared pursuant to CEQA. The District issued a Notice of Preparation (NOP) and Notice of Public Scoping Meeting for the Draft EIR on February 4, 2015. The District hosted the public scoping meeting on February 26, 2015 at the MAHS Main Library. Oral comments were made at the meeting, and two comment letters were received in response to the NOP from members of the public; these comments were summarized in Section 3.2 of the Draft Program EIR and written comments were presented in full in Appendix B to the Draft Program EIR. No agencies attended the scoping meeting; however, the Town of Atherton and the City of Menlo Park did submit comments on the scope of work for the traffic impact analysis prepared for the Draft Program EIR. These comments were also presented in full in Appendix B to the Draft Program EIR.

Preparation of the Draft Program EIR involved addressing comments on the NOP, reviewing the draft MAHS FMP, conducting additional research, and evaluating potentially significant adverse impacts pursuant to CEQA. The Draft Program EIR included an analysis of cumulative impacts and alternatives that could reasonably achieve most of the objectives for the FMP and avoid or substantially lessen the significant environmental impacts associated with implementation of the FMP.

The Draft Program EIR was distributed through the State Clearinghouse (SCH# 2015022020) and was sent directly to agencies and members of the public. On May 6, 2015, a Notice of Completion for the Draft Program EIR was sent to the California Governor's Office of Planning and Research, State Clearinghouse, and a Notice of Availability (NOA) for the Draft Program

EIR was posted at the San Mateo County Clerk's Office and mailed to a list of 19 agencies and organizations and the general public, including residents within 500 feet of the MAHS perimeter (for the NOP) and 700 feet of the MAHS perimeter (for the NOA). The distribution list for the Draft Program EIR is included as new Appendix H to the EIR.

The NOA was also posted at the MAHS Campus, both inside the main office and at three locations on the perimeter of the campus that were visible to the general public, and the District's main offices in Redwood City. The Draft Program EIR for the MAHS FMP was distributed to public agencies and interested parties for a 47-day commenting period. Hard copies and/or compact discs with electronic EIR files were distributed to the State Clearinghouse and 19 other agencies and organizations. Hard copies of the EIR were also made available for review at the District's main offices in Redwood City, at the MAHS Campus in Atherton, and at the Atherton Library. In addition, the Draft Program EIR was presented to the District's Board of Trustees at its May 20, 2015 meeting.

The Draft Program EIR was circulated for review between May 6, 2015 and June 22, 2015. The District received oral comments from five members of the public during the May 20, 2015 public meeting and approximately 21 written comment letters on the Draft Program EIR. Upon completion of the public review period, written responses to all significant comments raised with respect to the environment were prepared and incorporated into this Final Program EIR. Written responses to comments received from public agencies have been made available to those agencies at least 10 days before the District considers certification of the Final Program EIR. The comments received on the Draft Program EIR and their responses will be considered by the District Board of Trustees when deciding whether or not to approve the MAHS FMP and certify the Final Program EIR.

## 1.2 CHANGES TO THE DRAFT PROGRAM EIR

CEQA anticipates that the public review process will elicit information that can result in modification of the project design and refined impact analysis to reduce potential environmental effects of the project. As provided in CEQA Guidelines section 15088.5, when significant new information is added to the EIR after public noticing of the Draft Program EIR, the document must be recirculated to give the public a meaningful opportunity for review. Significant new information is defined as 1) a new significant environmental impact, 2) a substantial increase in the severity of an environmental impact requiring new mitigation, or 3) a feasible project alternative or mitigation measure considerably different from those previously analyzed that would clearly reduce environmental impacts. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

This Final EIR includes the following modifications to the Draft Program EIR:

- Additional information that provides more background and context for the EIR's setting and impact analysis.
- Revisions to Draft Program EIR Mitigation Measures AES-1C, AES-2A, AES-2B, AIR-1, NOI-1, NOI-2. These revisions clarify and amplify the requirements in these measures that reduce and/or avoid potentially significant impacts that could occur with implementation of the MAHS FMP.

- Addition of Mitigation Measures TRA-2B, TRA-2C, and TRA-2D to the EIR. These additions amplify the measures the District will implement to improve traffic safety and circulation on local roads near MAHS.
- Revisions and clarifications to the EIR's analysis of alternatives, including additional alternatives that were considered but rejected, and clarifications to the No Project Alternative.
- Text changes throughout the document to provide clarity to the analysis, make minor text corrections, or fix grammatical or typographic errors.

These revisions do not constitute considerably different changes in the project description, environmental setting, conclusions of the environmental analysis, or in the mitigation measures proposed to be implemented or otherwise provide significant new information that would require recirculation of the Draft Program EIR pursuant to CEQA Guidelines section 15088.5.

## 1.3 FINAL EIR ORGANIZATION

The Final Program EIR for the MAHS FMP is as organized as follows:

- **Chapter 1, Introduction,** explains the contents of a Final Program EIR and the environmental review process for the MAHS FMP.
- **Chapter 2, Additional Information,** describes and summarizes additional information related to the environmental analysis of the MAHS FMP and the effect this information has on the discussions contained in the Draft Program EIR.
- **Chapter 3, Errata and Revisions,** includes the changes to the Draft Program EIR needed to address changes to the physical and regulatory setting, respond to comments, and clarify or amplify the information provided in the Draft Program EIR.
- **Chapter 4, Responses to Comments on the Draft EIR,** includes a summary of the oral and written comments received on the Draft Program EIR and responses to significant environmental comments.
- **Chapter 5, Mitigation Monitoring and Reporting Program,** includes the District's program for monitoring and reporting on the implementation of mitigation measures incorporated into the MAHS FMP Program EIR.
- **Appendix H, Draft Program EIR / Notice of Availability of a Draft Program EIR Distribution List,** includes a list of agencies, organizations, and members of the public that were sent the NOA for the Draft Program EIR and / or the Draft Program EIR.
- **Appendix I, Written and Oral Comments Received on the Draft EIR,** includes the written and oral comments received on the Draft Program EIR.
- **Appendix J. Transportation Impact Analysis Revisions (July 2, 2015),** includes responses to comments on traffic-related issues by W-Trans, the traffic engineering firm, that prepared the Draft Program EIR's traffic impact analysis, and revisions to the traffic impact analysis report.

In accordance with Section 15132 of the CEQA Guidelines, the Final Program EIR for the MAHS FMP consists of this document and the May 6, 2015 Draft Program EIR, Volumes 1 and 2.

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# CHAPTER 2 ADDITIONAL INFORMATION

This chapter presents additional information relevant to the environmental analysis of the MAHS FMP. As discussed below, this new information clarifies and amplifies the information provided in the Draft Program EIR. None of the new information results in new significant environmental impacts or substantially increases the severity of the environmental impacts evaluated in the Draft Program EIR, and the new information does not involve feasible mitigation measures or project alternatives that the District is electing to implement. As such, this new information is not considered significant pursuant to CEQA Guidelines Section 15088.5 and do not require recirculation of the Draft Program EIR.

## 2.1 EXISTING TRAFFIC CONDITIONS

Since publication of the Draft Program EIR in May 2015, the District has gathered additional information related to existing traffic conditions and potential roadway improvements on local roads near MAHS.

### 2.1.1 Traffic Incidents

The Draft Program EIR's evaluation of potential traffic impacts identifies that implementation of the MAHS FMP has the potential to increase conflicts between vehicles and pedestrians and bicyclists (Impact TRA-2).

Since publication of the Draft Program EIR in May 2015, the District has contacted police service providers for the City of Menlo Park, Town of Atherton, San Mateo County Sheriff's Office and California Highway Patrol (CHP), to request information on the amount of vehicle collisions that have occurred on Middlefield Road, between Oak Grove Avenue and Ringwood Avenue, Ringwood Avenue, between Bay Road and Middlefield Road, and Oak Grove Avenue, between Green Oaks Drive and Middlefield Road. In addition, collision ranking information was obtained from the California Office of Traffic Safety (OTS). The OTS developed a ranking system so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. The results are tracked year-to-year and enable the municipalities to be able to identify emerging or ongoing traffic problems in order to find ways to address them. The rankings take into account population, daily vehicle miles traveled, crash records, crash trends and other weighting factors. Data is used from several agencies including the CHP Statewide Integrated Traffic Records System, California Department of Transportation (Caltrans), California Department of Justice and the Department of Finance. City rankings are for incorporated cities and local streets within those cities only. They do not include freeways or other roads under the jurisdiction of the CHP.

The information provided below serves to contextualize historical levels of traffic incidents in the immediate vicinity of MAHS and clarify the potential for traffic (from MAHS and other land uses) in the vicinity of MAHS to conflict with vehicles, pedestrians, and bicycles, as identified in Impact TRA-2. The information does not change any of the findings made in the Draft Program EIR.

**Town of Atherton**

Data provided by the Town of Atherton Traffic Department revealed that 18 traffic accidents occurred on Oak Grove Avenue between January 1, 2014 and May 31, 2015. Of these 18 traffic accidents, none involved vehicle collisions with bicyclists, and one involved a vehicle collision with a pedestrian (Atherton Police Department 2015).

According to the OTS ranking system, Atherton is one of 75 cities with a population between 2,501 and 10,000 people. In the OTS ranking system, a ranking of number 1 (out of 75) is the highest or "worst" ranking in the group, while a ranking of 37th (out of 75) is considered average and a ranking of 75 out of 75 is considered the lowest or "best". Out of 75 similarly-sized cities, the Town of Atherton ranks:

- 25th for the number of pedestrians killed or injured in a traffic collision (3).
- 33rd for the number of bicyclists killed or injured in a collision (3).

According to the OTS, no pedestrians or bicyclists under the age of 15 have been killed or injured in a traffic collision in the Town of Atherton.

**City of Menlo Park**

Data provided by the City of Menlo Park revealed that 29 traffic accidents occurred on Middlefield Road between August 2010 and June 15, 2015. Of these 29 traffic accidents, five involved vehicle collisions with bicyclists, and one involved a vehicle collision with a pedestrian (City of Menlo Park 2015).

According to the OTS, the City of Menlo Park is one of 92 cities with a population between 25,001 and 50,000 people. Out of these 92 similarly sized cities, the City of Menlo Park ranked:

- 1st for the number of bicyclists under the age of 15 killed or injured in a collision (8).
- 2nd for the number of bicyclists killed or injured in a collision (33).
- 26th for the number of pedestrians killed or injured in a traffic collision (12).

According to the OTS, no pedestrians under the age of 15 have been killed or injured in a traffic collision in the City of Menlo Park.

**San Mateo County**

According to the San Mateo County Sheriff's Office, the Sheriff's Office has not responded to any traffic incident on Ringwood Avenue since at least January 2013. The CHP is responsible for responding to traffic incidents on this roadway (San Mateo County Sheriff's Office 2015).

According to OTS, of the 58 counties in the state, San Mateo County ranks:

- 6th for the number of pedestrians killed or injured in a traffic collision (256).
- 21st for the number of pedestrians under the age of 15 killed or injured in a traffic collision (33).
- 20th for the number of bicyclists killed or injured in a collision (244).
- 41st for the number of bicyclists under the age of 15 killed or injured in a collision (28).

**California Highway Patrol**

According to the CHP, there were a total of 29 vehicle collisions on Ringwood Avenue between 1995 and June 2015. Four of these incidents occurred at the intersection of Ringwood Avenue and Arlington Way. The CHP did not have information on personal injuries sustained in these incidents (California Highway Patrol 2015).

### 2.1.2 Potential Middlefield Road / Oak Grove Avenue Intersection Improvements

The Town of Atherton has submitted an application to the City / County Association of Governments of San Mateo County (C/CAG) Bicycle and Pedestrian Program for funding to improve the Middlefield Road / Oak Grove Avenue intersection, a heavily traveled intersection that provides access to MAHS, as well as Encinal Elementary School, Laurel Elementary School, and other facilities (Town of Atherton 2015). Proposed project improvements include installing safe and accessible corner returns and curb ramps, updating pedestrian and traffic signals heads and timing, improve pedestrian path, install bike lanes and signage, relocate/remove barriers along pedestrian paths, and improving traffic striping & signage. Improvements are proposed to occur for approximately 200 linear feet along both approaches of Middlefield Road and Oak Grove Avenue. The goal of the project is to provide a safe route for students, families and residents walking or biking through this corridor on their way to neighborhood schools, bus stops, and bike lanes / routes. The District submitted a letter of support for the Town's application in February 2015 (SUHSD 2015).

The Town has indicated that C/CAG has recommended to the Metropolitan Transportation Commission that funding be approved for the Town's intersection improvements. Should funding be approved, this project would help improve the existing vehicle queues and vehicle-pedestrian and vehicle-bicycle conflicts identified in the Draft Program EIR under Impact TRA-2; however, the District notes that these improvements are not considered part of the existing conditions in the Draft Program EIR and this additional information does not change any findings or conclusions of the Draft Program EIR.

## 2.2 CHANGES TO VISUAL CHARACTER / QUALITY

The Draft Program EIR's evaluation of potential aesthetic impacts identifies that implementation of the FMP would change the existing visual character and quality of the MAHS Campus and its surroundings (Impact AES-1); this effect would be most noticeable to residents on Oak Grove Avenue, which have backyards immediately next to the MAHS Campus (page 5-25). As part of this evaluation, the Draft Program EIR presented photographs of the existing views from these residential locations, as well as other locations in the vicinity of the MAHS Campus (see Draft Program EIR Figures 5-1 and 5-2).

Supplemental photographs were taken to provide additional information on the potential change in the visual character of the MAHS Campus and its surroundings. For the supplemental photographs, the District inflated a set of red balloons and placed the balloons in locations and heights meant to represent the Phase 1 G-Wing complex and future classroom building. The District released the balloons to a height of approximately 37 feet above grade at the existing G-Wing and D/E Building, which is the height of the two-story classroom buildings proposed under the FMP. Photographs were then taken from the back yards of 212, 214, 226, and 228 Oak Grove Avenue.

Supplemental pictures and text describing the evaluation have been added to the discussion under Impact AES-1 in Section 5.3.2 of the EIR. The supplemental pictures confirm that the new G-Wing and future replacement D/E Classroom Building would be noticeable to residents on Oak Grove Avenue, but would not change the findings of the Draft Program EIR (i.e. Impact AES-1 would be less than significant with mitigation measures AES-1A to AES-1E.

## 2.3 CHANGES TO MITIGATION MEASURES

The District has clarified and amplified several mitigation measures, including:

- Mitigation Measure AES-1C has been revised to clarify and amplify the measure's setback requirements.
- Mitigation Measure AES-2A has been revised to clarify and amplify the measure's security lighting and glare control requirements.
- Mitigation Measure AES-2B has been revised to clarify and amplify the measure's practice lighting and glare control requirements.
- Mitigation Measure AIR-1 has been revised to clarify and amplify the measure's fugitive dust emissions requirements.
- Mitigation Measure NOI-1 has been revised to clarify and amplify the measure's permissible construction hours and temporary construction noise barrier requirements.
- Mitigation Measure NOI-2 has been revised to clarify and amplify the measure's public address system control requirements and limitations.
- Mitigation Measure TRA-2 has been renamed to TRA-2A to reflect incorporation of new Mitigation Measure TRA-2B, 2C, and 2D into the EIR.

In addition, the District has incorporated three additional mitigation measures to further reduce the less than significant magnitude of potential impacts from traffic conflicts, safety, and circulation (Impact TRA-2):

- Mitigation Measure TRA-2B specifies requirements for the MAHS student and staff travel survey that is required to be performed annually by Mitigation Measure TRA-2A.
- Mitigation Measure TRA-2C specifies that the District shall conduct a multi-modal circulation audit in support of Mitigation Measures TRA-2B and TRA-2D.
- Mitigation Measure TRA-2D specifies that the District shall coordinate with transportation stakeholders to assess and recommend measures to improve traffic safety and circulation, including the Town of Atherton, the City of Menlo Park, San Mateo County, police providers, and Sam Trans.

These changes to mitigation measures are shown in Chapter 3, Errata and Revisions.

## 2.4 PROJECT ALTERNATIVES

The District has provided additional information regarding the EIR's evaluation of a range of reasonable alternatives to the MAHS FMP. These changes are shown in Section 3.8 of this Final Program EIR. This additional information does not change the findings of the Draft Program EIR's alternatives analysis.

### 2.4.1 Alternatives Considered But Rejected

The District has provided information on additional alternatives that were considered but rejected from further analysis because they were found to be infeasible, did not attain most of the basic objectives for the MAHS FMP, and/or did not avoid or substantially lessen the significant environmental effects associated with implementation of the MAHS FMP. These alternatives

include constructing only one story buildings, constructing two-story buildings in the center of campus, and constructing three-story buildings.

### 2.4.2 No Project Alternative

The District has provided additional information regarding the No Project Alternative and its potential environmental effects. This information clarifies why student enrollment at MAHS would increase with or without the FMP and what the possible environmental effects of the No Project Alternative would be.

## 2.5 BAAQMD CONSULTATION

On May 6, 2015 the District received in writing a letter from the BAAQMD identifying one source of hazardous air emissions within ¼ mile of the MAHS Campus: the back-up generator at the MAHS Campus (BAAQMD 2015a). The letter from the BAAQMD indicates that this generator emits small quantities of diesel particulate matter and other hazardous air pollutants, but that this engine is limited to 20 hours of operation per year for testing and maintenance purposes and is not permitted to be operated between 7:30 AM and 3:330 PM on days when school is in session (BAAQMD 2015b). Therefore, this facility does not pose an actual or potential risk to public health.

## 2.6 RECYCLED WATER FOR FUGITIVE DUST CONTROL

The use of recycled water for construction purposes is an approved use by the State Water Resources Control Board's Division of Drinking Water. Recycled water for this purpose is available through the City of Redwood City/Silicon Valley Clean Water. Mitigation Measure AIR-1 has been revised to require the use of recycled water for the purpose of fugitive dust control during construction.

## 2.7 REFERENCES

Atherton Police Department 2015. "Re: Menlo Atherton High School Collision Statistics" Email from Sargent Anthony Kockler, Atherton Police Department, to Christina Lau, MIG | TRA Environmental Sciences.

Bay Area Air Quality Management District (BAAQMD) 2015a. *Proposed Location for Menlo-Atherton High School, Atherton, California*. Letter from Marc Nash, BAAQMD, to Chris Dugan. May 6, 2015.

BAAQMD 2015b. "Re: Public Records Request – 555 Middlefield Road, Atherton". Email communication from Marc Nash, BAAQMD, to Chris Dugan, MIG. June 16, 2015.

California Highway Patrol 2015. Phone communication between Officer Barcklay, California Highway Patrol (Redwood City), and Chris Dugan, MIG. June 16, 2015.

California Office of Traffic Safety. 2012. Office of Traffic Safety Collision Rankings for the Atherton, Menlo Park and San Mateo County. Accessed at http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp#bot on June 22, 2015.

City of Menlo Park 2015. *Public Records Request Pursuant to Government Code 6250, et. seq*. Letter from Tracy Weber, Technical Services Manager, City of Menlo Park, to Ivy Ku, MIG. June 22 2015.

Redwood City. 2015. Public Works websites: Recycled water and Programs. Accessed at http://www.redwoodcity.org/publicworks/water/recycling/index.html and http://www.redwoodcity.org/publicworks/water/recycling/Programs.html on July 7, 2015.

San Mateo County Sheriff's Office 2015. "Re: Traffic Collision Data Request" Email communication from Jenifer Prado, Criminal Records Supervisor, San Mateo County Sheriff's Office, to Ivy Ku, MIG. June 22, 2015.

# CHAPTER 3 ERRATA AND REVISIONS

This chapter provides amended text and graphics for the MAHS FMP Draft Program EIR. Text revisions are organized by Draft Program EIR chapter. Additions to the Draft Program EIR text are shown with underlining and text removed from the Draft Program EIR is shown with ~~strikethrough~~.

## 3.1 EIR SUMMARY

On page S-5, Table S-1, Mitigation Measure AES-1C has been revised to state:

> *Mitigation Measure AES-1C: Maintain and Maximize Building Setbacks from Residential Property Lines*
>
> The District shall maintain and maximize ~~the~~ building setbacks ~~between FMP buildings that have not yet been designed and the nearest~~ from residential property lines as follows: ~~In no instance shall the setback be less than the shortest distance between the nearest residential property line and the closest existing E building wall to be replaced as part of the FMP (estimated at 35 feet, but shall be confirmed through an engineering site survey).~~
>
> - For Phase 1 G-Wing Replacement, the new classroom building shall, to the maximum extent feasible, be located within the same footprint as the existing G-Wing and courtyard.
> - For any project that replaces the existing D/E and/or H Buildings, the District shall:
>   - At a minimum, maintain the existing setback between the current D/E Building and the property line shared by MAHS and the Oak Grove Avenue residential properties. The existing setback between the current D/E Building and the property is currently estimated to be 50 feet at closest (on the west side) and 135 feet at farthest (on the east side, not including the existing H-Building); however, the precise distance shall be determined by a site survey prior to final design of any future project that is intended to replace the current D/E and/or H buildings.
>   - To the maximum extent feasible, avoid replacing the existing modular H-Buildings, which are located approximately 28 feet from the existing property line at its closest point, with new building structures. Parking or other non-building facilities may be installed in the area occupied by the existing H-Buildings.
>   - To the maximum extent feasible, locate the project as close as possible to Middlefield Road (i.e., as far away from the property line shared by MAHS and the Oak Grove Avenue residential properties).
>   - Share the final schematic design of the future classroom building with residents of 212 and 214 Oak Grove Avenue (and other neighbors if appropriate).

On page S-6, Table S-1, Mitigation Measure AES-2A has been revised to state:

*Mitigation Measure AES-2A: Reduce Light and Glare from Security Lighting*

The District shall reduce light and glare from potential security lighting as follows~~: to the maximum extent feasible:~~

- ~~Avoid exterior security lighting on the western side of the future classroom building, which is planned to be located adjacent to residential uses on Oak Grove Avenue. If exterior lighting cannot be avoided, the District shall mount security lighting as low as possible, preferably below the height of the fence between the school and the residences, and orient the light to reduce light spillage into the adjacent residential area. In addition, the District shall install the minimum wattage necessary to provide sufficient security lighting.~~
- For any project that replaces the existing D/E and/or H Buildings, the District shall:
    - Use the minimum wattage necessary to provide sufficient security lighting
    - Mount security lighting as low as possible to avoid glare and light spillage
    - If feasible, locate security lighting on the fence between MAHS and the Oak Grove Avenue residential properties so that security lighting can be directed away from the residential properties
    - If it is not feasible to install security lighting on the fence line, the District shall ensure all security lighting is shielded by a hood or guard and directed onto the MAHS Campus as much as feasible.
- At a minimum, ~~Install or outfit all proposed~~ all new exterior lighting installed at MAHS ~~within 100 feet of a residential property line~~ shall be equipped with a hood or other glare guard~~s~~ to prevent excessive glare and light spillage.

On page S-7, Table S-1, Mitigation Measure AES-2B has been revised to state:

*Mitigation Measure AES-2B: Practice Lights Design, Installation, and Use*

To minimize light spillage and glare from the proposed practice lights, the District shall~~,~~:

- Design the proposed practice lights to minimize light spillage and glare. Light design shall include the use of spill and glare light control visors and adequate pole height and vertical aiming adjustment features to maximize field/court lighting and minimize light spill and glare. Each lamp fixture shall be mounted as low as possible and contain a visor that completely covers the top half of the lamp. From a lighting trespass (i.e., spill) perspective, these visors reduce the potential for light trespass from each individual lamp and the entire lighting system by 50~~%~~ percent. The visors also limit the areas and surfaces where the light produced by lamps may fall; specifically, visors would prevent light from physically spilling onto all adjacent residential receptors on Ringwood Avenue.
- Prohibit the use of the practice lights after ~~9:30~~ 9:00 PM. ~~In general, the use of the lights until 9:30 PM should only be limited to the months during Pacific Standard Time (approximately November to March).~~

- Practice lights may be used until 9:30 PM in the event MAHS sports teams are practicing for a playoff or championship game.
- MAHS shall not schedule games to start during the evening hours (after 6 PM), but games that start prior to 6 PM may use the practice lights to provide field illumination to complete the game.
- Practice lights may be made available for use by youth sports groups from San Mateo County, but shall not be made available for use by adult sports groups.

- Prohibit the lighting system from providing "competition" level lighting on practice fields. This may be achieved through the purchase of a system incapable of providing competition level lighting, or through the use engineering controls or equivalent restrictions that disable or prevent the use of competition light levels.

On page S-8, Table S-1, the first bullet point in Mitigation Measure AIR-1 has been revised to state:

*Mitigation Measure AIR-1: Reduce Fugitive Dust Emissions*

- Water all exposed surfaces (e.g., staging areas, soil piles, graded areas, and unpaved access roads) two times per day during construction and adequately wet demolition surfaces to limit visible dust emissions. Recycled water shall be used for this purpose.

On page S-18, Table S-1, the third and fifth bullet points in Mitigation Measure NOI-1 have been revised to state:

*Mitigation Measure NOI-1: Reduce Potential Temporary Construction Noise Levels*

To reduce potential temporary, construction-related increases in ambient noise levels at sensitive residential receptors, the District shall, to the maximum extent feasible.

- Restrict construction work hours to the hours of 7:00 AM to 6:00 PM, Monday through Saturday.
  - The District shall, to the maximum extent feasible, prohibit non-critical construction-related deliveries from occurring before 7:00 AM.
  - Deliveries related to critical path construction activities that require timely completion to keep the project on schedule and budget, such as, but not limited to, concrete deliveries for pouring a concrete pad, specialized equipment rentals, etc, may occur prior to 7:00 AM; however, the District shall, to the maximum extent feasible, minimize such deliveries.
- Place a temporary sound barrier at the property line adjacent to the D/E, H, and F classroom building during demolition and building associated with the future phase, two-story classroom building. The sound barrier should be at least 8 to 10 feet high and ~~shall use materials with a minimum surface density of 3 pounds per square foot (e.g., plywood) to~~ be constructed of materials that can achieve a minimum Sound Transmission Class (STC) of ~~25~~ 35 and a minimum noise reduction coefficient of 85. ~~Multiple layers of a sound barrier curtain can be used to achieve a minimum total 2 lb/sq ft surface density (instead of 3 lb sq/ft). For rigid sound barriers and sound enclosures installed close to noise generating~~

~~equipment, the inside face shall also be absorptive, with a minimum Noise Reduction Coefficient of 0.60 (e.g., 1 inch thick, 3 pound per cubic feet (pcf)).~~ If it is not feasible to place the sound barrier at the property line, the barrier shall be emplaced between the construction activities and the property line or around the active construction work area. The sound barrier design shall be reviewed by a qualified acoustical consultant prior to installation to ensure proper function and a minimum attenuation of 25 decibels is achieved at the adjacent property line.

On page S-18, Table S-1, Mitigation Measure NOI-2 has been revised to:

*Mitigation Measure NOI-2: Reduce New Public Address System-Related Noise*

To reduce potential noise associated with public address (PA) system equipment on new classroom buildings and facilities, the District shall:

- Limit the amount of exterior, amplified ~~public address~~ PA and school notification equipment to the minimum extent feasible
- Orient all exterior speaker systems on new classroom buildings away from sensitive residential receptors (i.e., towards the interior of the campus)
- Limit exterior speaker noise levels to the minimum level necessary to provide adequate public notification~~.~~
- Limit morning PA announcements (which currently occur three times per week) to no more than six minutes in length and limit use of the PA for extraneous announcements to the maximum extent feasible
- To the maximum extent feasible, transition MAHS from exterior, PA-based announcements to interior, TV-based announcements by the 2017-2018 school year
- Prohibit the installation and use of a PA or other amplified sound system at the practice soccer field and tennis courts

On page S-22, Mitigation Measure TRA-2 has been renamed to reflect the addition of Mitigation Measure TRA-2B and TRA-2C to the EIR:

*Mitigation Measure TRA-2A: Reduce Off-Campus Student Loading and Unloading*

On page S-22, Table S-1, Mitigation Measures TRA-2B, TRA-2C, and TRA-2D have been added to the EIR:

*Mitigation Measure TRA-2B: Update MAHS Travel Mode Survey*

The District shall contract with a qualified transportation planning firm to update the MAHS student travel survey. MAHS staff shall administer the updated survey once per year over a minimum two-day period. The survey shall focus on MAHS student and staff travel modes, vehicle occupancies, and time of travel to school in the morning and from school in the afternoon. The survey results shall be tabulated to assess current trip generation by mode, time-of-day, and grade or faculty/staff level and used to ascertain the effectiveness of the MAHS TDM Program.

*Mitigation Measure TRA-2C: Conduct Multi-Modal Circulation Audit*

The District shall contract with a qualified transportation planning firm to conduct a multi-modal transportation audit. The audit shall include observations during at least one

typical morning school commute period and one typical afternoon school commute period. At a minimum, the audit shall note the traffic flow patterns of pedestrians, bicyclists, buses, and motorists within school grounds, along the school periphery, and along nearby streets, as well as traffic conditions, travel pattern, drop-off and pick-up conditions, vehicular queues, and motorist behaviors. In addition, the District and/or MAHS staff shall invite members of the working group established under Mitigation Measure TRA-2D to observe the audit. The audit shall be completed by October 31, 2015.

*Mitigation Measure TRA-2D: Coordinate with Transportation Stakeholders*

The District and MAHS shall coordinate with appropriate stakeholders (such as the Town of Atherton, San Mateo County, Sam Trans, residents, and other local schools) to establish a working group to assess and recommend changes to signage, pedestrian facilities, and other solutions that address pedestrian and bicycle safety concerns and improve traffic circulation on Middlefield Road, Oak Grove Avenue, and Ringwood Avenue in the vicinity of MAHS and other nearby schools such as Encinal Elementary School and Laurel Elementary School.

- By December 31, 2015 District and/or MAHS staff shall have:
    - Established a primary point of contact for the stakeholder listed above responsible for participating in the working group
    - Held at least one meeting with stakeholders
    - Established a tentative meeting schedule for the group, which should meet at least twice per year until 2020.

## 3.2 INTRODUCTION – CHAPTER 1

On page 1-1 of the EIR, Table 1-1 has been revised as follows:

**Table 1-1 Sequoia Union High School District Enrollment Projections**

| Facility[(A)] | 2014 Student Enrollment[(B)] | 2020 Student Enrollment[(B)] |
|---|---|---|
| Carlmont High School | 2,205 | 2,338 |
| Woodside High School | 1,868 | 1,933 |
| Sequoia High School | 2,019 | 2,158 |
| Menlo-Atherton High School | 2,167 | 2,603 |
| Alternative Programs | 471 | 471 |
| Inter-District Transfers | 66 | 71 |
| Charter Schools[(C)] | 1,000 | 1,000 |
| Total | 9,796 | 10,574 |

Source: Enrollment Projection Consultants (2012, 2013), SUHSD 2015

(A) Carlmont, Woodside, Sequoia, and Menlo-Atherton are comprehensive high schools. "Alternative Programs" includes Redwood High School, a model continuation high school, and other programs.
(B) Current 2014 and projected 2020 enrollment data is based on enrollment in October of the school year.
(C) Value is approximate. The District supports four charter school facilities.

Section 1.6 has been added to the end of Chapter 1 of the EIR as follows:

## 1.6 References

Enrollment Projection Consultants 2012. *Estimated Enrollments from 2011-12 to 2020-21 Sequoia Union High School District*. June 21, 2012.

Enrollment Projection Consultants 2013. *Projected Enrollments from 2013 to 2020 Sequoia Union High School District*. December 3, 2013.

Sequoia Union High School District (SUHSD) 2015. *Menlo-Atherton High School Enrollment Projections.* January 20, 2015.

## 3.3 PROJECT DESCRIPTION – CHAPTER 2

On page 2-8, the following text has been revised:

**Vehicle Parking**

The MAHS Campus includes a total of ~~485~~ 517 parking spaces, including 16 Americans with Disabilities Act (ADA) spaces. These spaces are spread across three lots. The first lot (Lot A) is located at the southern end of the campus and is adjacent to Middlefield Road, Ringwood Avenue, and Oak Grove Avenue. This lot contains ~~406~~ 415 spaces, including 12 ADA spaces; approximately ~~54~~ 130 of these spaces are reserved for MAHS staff and 29 are intended for visitors. The remaining ~~352~~ 256 spaces are available for student ~~and visitor~~ parking. The second lot (Lot B) s located adjacent to the tennis courts and provides 19 staff and ADA parking spaces. The third lot (Lot C) is located next to the main gym and provides ~~60~~ 68 parking spaces, ~~five~~ 10 of which are reserved for staff. An additional 15 staff parking spaces are available near the library and MAHS service entrance. There is no designated street parking in the immediate vicinity of the MAHS Campus.

On page 2-10, the following text describing the new G-Wing Complex has been revised:

The new building complex would be two stories high (approximately 37 feet above the existing ground level, or grade) and contain 21 classrooms plus several smaller student learning and collaboration areas (e.g., work rooms) and a food service space. HVAC equipment may be mounted to the building roof, bringing the total structure height to approximately 40 feet above ground level.

On page 2-14, the following text is deleted:

**2.3.2 Phase 2 Laboratory Classroom Building and Food Service Building**

Phase 2 of the FMP would provide a new, two-story laboratory classroom building and a new food service building near the campus soccer field and tennis courts in the center of the MAHS campus. The new laboratory classroom building would replace an existing tennis court and a bike storage facility located adjacent to the tennis court (facility K15, see Figure 2-3). The new food service building would replace an existing food service kiosk and restroom facilities that total 3,190 square feet in size (facility K6, see ~~Total student enrollment at MAHS has been steadily increasing and reached approximately 2,170 students in the 2014-15 school year. This enrollment represents approximately 23% of the total student population (approximately 9,500) served by the District, making MAHS the District's largest comprehensive high school in terms of student enrollment. A demographic analysis undertaken on behalf of the District forecasts student enrollment at~~

~~MAHS will reach approximately 2,600 students by the 2020-21 school year (SUHSD 2015).~~

~~The MAHS Campus consists of four lots that occupy a total of 38.3 acres of land (Assessor Parcel Number (APN) 061-282-060, 061-290-120, 061-300-010, and 061-300-020). A portion of the campus is reserved for emergency fire access (approximately 0.5 acres). As described below in more detail, existing facilities at the campus include classrooms, a library, a performing arts center, athletic fields and facilities, student services and support facilities, and administrative offices. The existing campus map is shown in Figure 2-3. The buildings that house classrooms and student and library services are generally designated as buildings B through M and Building S. Most classrooms and school administration buildings are located on the southern and western end of the campus whereas school athletic fields, including the football stadium and baseball / softball fields, are located on the eastern and northern end of the campus.~~

**~~2.3.3 Existing MAHS Campus Facilities~~**

~~For reference and discussion purposes, the existing MAHS campus facilities are categorized as follows:~~

- ~~Classrooms (regular and specialty classrooms such as labs and electives (e.g., music))~~
- ~~Library / Performing Arts~~
- ~~Physical Education / Athletics~~
- ~~Student Services~~
- ~~Food Services~~
- ~~Administrative~~
- ~~Other Support~~

~~These existing facilities are briefly described below and depicted in Figure 2-4.~~

**~~Classrooms~~**

~~The MAHS Campus currently contains 95 regular and specialty class rooms, which are housed in buildings B, C, D, E, F, G, H, I, L, M, and S. Most of the existing classroom buildings were originally built in 1950 and have been modified over the years; however, several facilities are newer, including Building F (installed in 1996), G-Wing (installed in 1998), modular Building H (built in 2004) and Building I (built in 2012). All classroom buildings with the exception of Building I are single story buildings with a maximum height (i.e., top of the roof) approximately 13 – 19 feet above grade. Building I is a two-story building with a maximum height approximately 30 feet above grade.~~ Figure 2-3). Phase 2 would also add new skateboard lockers and reconfigure the student services offices.

On page 2-15, the description of the new laboratory classroom building has been revised as follows:

The new laboratory classroom building would be two stories high (approximately 35 – 40 feet tall, as measured above existing grade) and contain six laboratory classrooms and other small lab preparation and storage areas.

On page 2-15, the first sentence under the heading "Student Services Program Improvements" has been revised as follows:

> Phase ~~3~~ 2 improvements to the MAHS Student Services Program would involve reconfiguration and expansion of the existing student services program offices, which are housed in Building B.

On page 2-16, the description of the future new classroom building has been revised as follows:

> The District anticipates that the maximum height of the building would be similar to the proposed Phase 1 G-Wing Complex (approximately 37 to 40 feet above grade, with HVAC equipment potentially mounted on the building roof).

On page 2-21, Table 2-5 has been revised as follows:

**Table 2-5 Potential Project Permits and Approvals**

| Agency | Potential Permit / Approval |
|---|---|
| California Department of General Services, Division of State Architect (DSA) | The DSA reviews the design and construction or alteration or reconstruction of school buildings to ensure plans and specifications comply with the structural safety requirements of the Field Act (California Education Code Section 17280 et. seq), fire/life safety, and accessibility requirements, and Title 24 of the California Code of Regulations (California Building Code). |
| California Department of Transportation | Encroachment permit for any work within the state right-of-way |
| Bay Area Air Quality Management District | Authority to Construct or Permit to Operate (for replacement emergency generator)<br>Asbestos Dust Control Plan |

## 3.4 TRAFFIC AND TRANSPORTATION – CHAPTER 4

On page 4-5, the last paragraph describing MAHS parking has been revised as follows:

> The MAHS Campus includes a total of ~~485~~ 517 parking spaces, including 16 Americans with Disabilities Act (ADA) spaces. These spaces are spread across three lots. The first lot (Lot A) is located at the southern end of the campus and is adjacent to Middlefield Road, Ringwood Avenue, and Oak Grove Avenue. This lot contains ~~406~~ 415 spaces, including 12 ADA spaces; approximately ~~54~~ 130 of these spaces are reserved for MAHS staff and 29 are intended for visitors. The remaining ~~352~~ 256 spaces are available for student ~~and visitor~~ parking. The second lot (Lot B) s located adjacent to the tennis courts and provides 19 staff and ADA parking spaces. The third lot (Lot C) is located next to the main gym and provides ~~60~~ 68 parking spaces, ~~five~~ 10 of which are reserved for staff. An additional 15 staff parking spaces are available near the library and MAHS service entrance. There is no designated street parking in the immediate vicinity of the MAHS Campus.

On page 4-12, Table 4-5 is revised as follows:

**Table 4-5 MAHS Trip Generation**

| Description | Daily | AM Peak | | | School PM Peak | | |
|---|---|---|---|---|---|---|---|
| | | Total | In | Out | Total | In | Out |
| **Driveway Counts** | | | | | | | |
| Vehicle | ND[A] | 1,093 | 661 | 432 | 540 | 159 | 381 |
| Pedestrian | ND | 369 | 365 | 4 | 752 | 29 | 723 |
| Bicycle | ND | 158 | 158 | 0 | 149 | 8 | 141 |
| **Calculations** | | | | | | | |
| Projected number of vehicles loading or unloading students off-campus | ND | 352 | 176 | 176 | 202 | 101 | 101 |
| ***Total school-related trips*** | *ND* | *1,445* | *837* | *608* | *742* | *260* | *482* |
| **Resulting Trip Generation** | | | | | | | |
| Existing Enrollment[B] | 5,722* [D] | 1,445 | 837 | 608 | 742 | 260 | 482 |
| FMP Enrollment[C] | **6,950** | **1,753** | **1,015** | **738** | **903** | **316** | **587** |
| **Net Trip Increase** | **1,228** | **308** | **178** | **130** | **161** | **56** | **105** |

Source: W-Trans 2015 (see Appendix C, Table 7)
(A) ND = no data collected.
(B) Estimated based on comparing site-specific AM trip generation rates with ITE Trip Generation rates and creating estimated daily rates specific to Menlo-Atherton High School
(C) Estimated using MAHS-specific trip generation rates and an FMP enrollment of 2,603 students.
(D) Estimate based on comparing site-specific AM trip generation rates with ITE trip generation rates and creating estimated daily rates specific to MAHS

On page 4-24, Table 4-12 has been revised as follows:

**Table 4-12 Summary of Plan Impacts - Increased Traffic on Roadway Segments[A]**

| Scenario / Study Roadway Segment | Classification | Roadway Volumes | |
|---|---|---|---|
| | | No Project | Plus Project |
| **Existing Plus Project Conditions** | | | |
| 2. Willow Road between Bay Road and Middlefield Road | Minor Arterial | 18,100 | **18,257** |
| 4. Middlefield Road between Ravenswood Avenue and Willow Road | Minor Arterial | 19,700 | **19,863** |
| 15. Coleman Avenue between Ringwood Avenue and Willow Road | Local | 2,300 | **2,438** |
| **Near-Term Plus Project Conditions** | | | |
| 2. Willow Road between Bay Road and Middlefield Road | Minor Arterial | 19,700 | **19,857** |

| **Table 4-12 Summary of Plan Impacts - Increased Traffic on Roadway Segments(A)** | | | |
|---|---|---|---|
| **Scenario / Study Roadway Segment** | **Classification** | **Roadway Volumes** | |
| | | **No Project** | **Plus Project** |
| 4. Middlefield Road between Ravenswood Avenue and Willow Road | Minor Arterial | 20,800 | **20.963** |
| ~~5. Ringwood Avenue, between Middlefield Road and Bay Road~~ | | | |
| 15. Coleman Avenue between Ringwood Avenue and Willow Road | Local | 2,600 | **2,738** |
| Source: W-Trans 2015 (see Appendix C, Table 11 and Table 18)<br>(A) Bold values indicated a potentially significant impact because the addition of FMP related traffic would cause or contribute to traffic volumes that exceed roadway capacity. | | | |

On page 4-28, the discussion under Impact TRA-2 has been revised as follows:

> During MAHS student drop-off and pick-up periods, local streets adjacent to the MAHS Campus, in particular Arlington Way, Menlo Oaks Drive, Middlefield Road, Ringwood Avenue, Oak Grove Avenue (including the Oak Grove Avenue cul-de-sac), and Coleman Avenue experience a temporary but periodic surge in traffic flow, which results in improper and/or illegal student loading and unloading in the middle of these roadways (i.e., not at an intersection, crosswalk, or other designated pedestrian facility) and vehicle queuing to enter or exit the campus.
>
> Based on observations of the school area by the District and its consultants, these vehicular queues typically form along Arlington Way, Coleman Avenue, Oak Grove Avenue, Ringwood Avenue, and the southbound left-turn lane at Middlefield Road/Ringwood Avenue. In particular, vehicular queuing on westbound Oak Grove Avenue approaching the traffic signal at Middlefield Road extends into the school parking lot during the school PM peak period, and lasts for approximately 20 minutes; however, after the school peak traffic period, vehicular queuing dissipates quickly and local street circulation is restored. MAHS is aware and has observed vehicles parked along Arlington Way, Coleman Avenue, Menlo Oaks Drive, Oak Grove Avenue, and Ringwood Avenue waiting for the school dismissal bell during the afternoon. Residents also note that drivers will wait in nearby cul-de-sacs to pick up students. These observations are supported by student survey data that indicate approximately ~~14~~ 15 percent of MAHS students are loaded or unloaded at an off-campus parking lot or along a nearby street.
>
> Buses, ~~P~~parked vehicles and queued vehicles temporarily reduce travel lane capacity for other motorists and emergency vehicles, cause bicyclists to travel in areas where motorists may not be accustomed to seeing bicyclists, and may cause students accessing the MAHS Campus to cross roadways in inappropriate locations. Although it is not possible to quantify how implementation of the MAHS FMP may increase such conflicts, it is reasonable, given the results of the student survey conducted for the TIA, that implementation of the MAHS FMP may exacerbate these conditions unless MAHS staff proactively engage existing and incoming students on the need to be dropped off and picked-up at designated areas on campus. To reduce the potential for FMP-related traffic to increase conflicts with pedestrians, bicyclists, and emergency access personnel, the District shall implement Mitigation Measures TRA-2A through TRA-2D below.

On page 4-29, Mitigation Measures TRA-2B, TRA-2C, and TRA-2D have been added to the EIR:

> ***Mitigation Measure TRA-2B: Update MAHS Travel Mode Survey***
>
> The District shall contract with a qualified transportation planning firm to update the MAHS student travel survey. MAHS staff shall administer the updated survey once per year over a minimum two-day period. The survey shall focus on MAHS student and staff travel modes, vehicle occupancies, and time of travel to school in the morning and from school in the afternoon. The survey results shall be tabulated to assess current trip generation by mode, time-of-day, and grade or faculty/staff level and used to ascertain the effectiveness of the MAHS Travel Demand Management Program.
>
> ***Mitigation Measure TRA-2C: Conduct Multi-Modal Circulation Audit***
>
> The District shall contract with a qualified transportation planning firm to conduct a multi-modal transportation audit. The audit shall include observations during at least one typical morning school commute period and one typical afternoon school commute period. At a minimum, the audit shall note the traffic flow patterns of pedestrians, bicyclists, buses, and motorists within school grounds, along the school periphery, and along nearby streets, as well as traffic conditions, travel pattern, drop-off and pick-up conditions, vehicular queues, and motorist behaviors. In addition, the District and/or MAHS staff shall invite members of the working group established under Mitigation Measure TRA-2D to observe the audit. The audit shall be completed by October 31, 2015.
>
> ***Mitigation Measure TRA-2D: Coordinate with Transportation Stakeholders***
>
> The District and MAHS shall coordinate with appropriate stakeholders (such as the Town of Atherton, San Mateo County, Sam Trans, residents, and other local schools) to establish a working group to assess and recommend changes to signage, pedestrian facilities, and other solutions that address pedestrian and bicycle safety concerns and improve traffic circulation on Middlefield Road, Oak Grove Avenue, and Ringwood Avenue in the vicinity of MAHS and other nearby schools such as Encinal Elementary School and Laurel Elementary School.
>
> - By December 31, 2015 District and/or MAHS staff shall have:
>   - Established a primary point of contact for the stakeholder listed above responsible for participating in the working group
>   - Held at least one meeting with stakeholders
>   - Established a tentative meeting schedule for the group, which should meet at least twice per year until 2020.

On page 4-29, the last paragraph above Impact TRA-3 has been revised as follows:

> Mitigation Measures TRA-2A through TRA-2D would, over time, promote and encourage proper student loading and unloading procedures at MAHS and improve safety concerns and traffic circulation on the local roads used to access MAHS and other neighborhood schools, thereby reducing potential conflicts between vehicles and pedestrians, bicyclists, and emergency access personnel to the maximum extent feasible. The District also expects these measures to reduce the injury and non-injury vehicle collision on local roads during school drop-off and pick-up times. In addition, Mitigation

Measures TRA-1A, TRA-1B, and TRA-1C would reduce vehicle trips generated by the MAHS Campus, which ~~may also~~ would further reduce the potential conflicts described above. Thus, with the implementation of these measures, impact TRA-2 would be rendered a less than significant impact.

On page 4-29, the last paragraph has been revised as follows:

Field observations at MAHS conducted for the TIA indicate that parking is typically available at the school campus, and there is currently no wait list for student parking permits at MAHS (W-Trans 2015, MAHS 2015b); however, the results of the student survey conducted for the TIA indicate approximately ~~three~~ four percent of students may park off-campus.

The FMP is expected to result in the loss of approximately 15 ~~student~~ staff parking spaces (to make room for a new tennis court in Lot B) and the addition of approximately 20 staff parking spaces (at the rear of the future two-story campus building), resulting in a small net increase in total parking at the campus. Nonetheless, with an increase in enrollment of approximately 430 students, parking demand at MAHS is also likely to increase, leading to a potential parking deficit.

Construction of the proposed FMP projects is not anticipated to disrupt student parking; however, based on the increase in enrollment anticipated to occur at MAHS (i.e., 2,600 students) and the results of the student survey shown in Table 4-4, in which four percent of students responded that they parked off-campus, the District estimates that the total parking deficit at MAHS could reach approximately 132 parking spaces by 2020. This estimate presumes the MAHS Campus would have 314 total student parking spaces in the three student parking lots at MAHS, and that approximately 446 vehicles (carrying 650 students due to carpooling) would require a parking space. The District notes Mitigation Measures TRA-1A, TRA-1B, and TRA-1C are intended to reduce student and staff vehicle trips, and could therefore reduce some of the parking deficiency identified at MAHS. As described on page 4-28 of the Draft Program EIR, the implementation of the Mitigation Measure TRA-1A could reduce MAHS' peak AM and PM vehicle trips by 193 and 99, respectively.

A shortage of parking on campus is not in and of itself a physical environmental impact, nor does it result in a direct physical environmental impact on the environment; however, ~~T~~the potential indirect environmental effects associated with this parking deficit could include air quality and noise emissions (from vehicles spending time searching for a parking spot), water quality effects (e.g., oil leaks from vehicles), and traffic impacts (vehicle passing through an intersection multiple times searching for a parking spot).

## 3.5 AESTHETICS

On page 5-14, the caption for Photo 15 is revised as follows:

Photo 15: View looking southeast from the backyard of an Oak Grove Avenue Resident toward the MAHS property line. ~~This~~ The roofline of the new ~~XYZ~~24-foot high F Building is visible in this photo.

On page 5-19, the following photographs are added to Figure 5-2, Photographs of MAHS and Surroundings (see proceeding page):

**Figure 5-2, Photographs of MAHS and Surroundings**

**Photo 27: Balloon trials at G-Wing replacement project. This photo was taken from an on-campus location, just inside the fenceline, looking west.**

**Photo 28: View from 214 Oak Grove Avenue, looking east (G-Wing balloon trial is visible behind landowner trees in center and center-right of picture).**

**Figure 5-2, Photographs of MAHS and Surroundings**

**Photo 29: View from 228 Oak Grove Avenue, looking southeast (G-Wing balloon trial is visible behind landowner trees in center of picture).**

**Photo 30: View from 226 Oak Grove Avenue, looking east / southeast (G-Wing balloon trial is visible behind landowner trees in center of picture).**

**Figure 5-2, Photographs of MAHS and Surroundings**


**Photo 31: Balloon trials at potential future D/E Classroom Building replacement project.**

**Photo 32: View from 212 Oak Grove Avenue, looking east (D/E balloon trial is not visible because the project location is out of the view frame).**

**Figure 5-2, Photographs of MAHS and Surroundings**

**Photo 33: View from 212 Oak Grove Avenue, looking south / south east (D/E balloon trial is visible). The large oak tree in the center of the photograph could be removed as part of the FMP.**

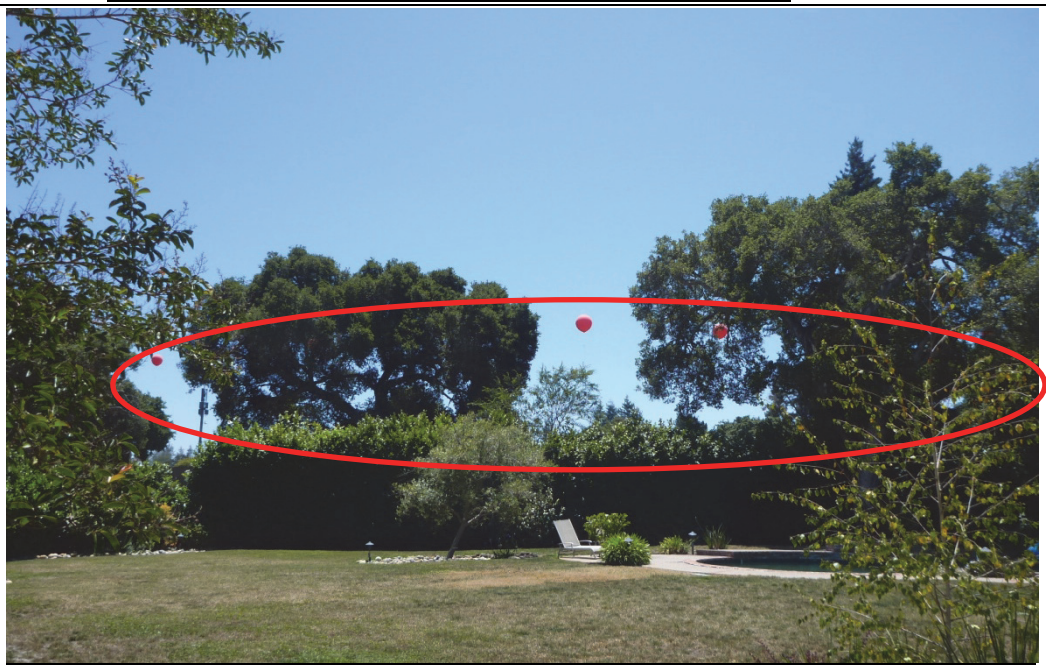

**Photo 34: View from 212 Oak Grove Avenue, looking south / south east (D/E balloon trial is visible). The large oak trees in the center-left and right side of the photograph could be removed as part of the FMP.**

**Figure 5-2, Photographs of MAHS and Surroundings**

**Photo 35: View from 214 Oak Grove Avenue, looking south / south east (D/E balloon trial is visible). The large tree in the center-left of the photo may be removed as part of the FMP.**

**Photo 36: View from 214 Oak Grove Avenue, looking south (D/E balloon trial is visible).**

On page 5-23, the second paragraph under Impact AES-1 has been revised as follows:

> Phase 1 of the FMP would replace the existing one-story, modular G-Wing with a two story G-Wing. The new facility would be located in the same location as the existing G-Wing, but would reach a height of approximately 37 feet above grade (i.e., existing ground surface), which is approximately 18 feet higher than the existing building.

On page 5-25, the second full bullet point has been revised as follows:

- The current setback from the D/E ~~and H~~ classroom building~~s~~ to the nearest residential property line~~s~~ is approximately ~~35~~ 50 feet at closest (to ~~214~~ 212 Oak Grove Avenue) and ~~20~~ 135 feet at farthest (~~216~~ 214 Oak Grove Avenue); however, the existing H Buildings are much closer to the 214 oak Grove Avenue Property line (approximately 28 feet at closest~~), respectively~~. The conceptual plan for the future two-story classroom building does not change the setback distance in the vicinity of Building D/E, and would increase building setbacks in the vicinity of the existing, modular H buildings from approximately ~~20~~ 28 feet to approximately 60 feet or more (and as much as ~~125~~ 135 feet) by removing these buildings and replacing them with staff parking.

On page 5-25, the last paragraph has been revised as follows:

> In summary, while the phased addition of new, two-story buildings to the MAHS Campus is not in and of itself an adverse environmental impact per se, (as described above and in Section 5.1.1, many areas on the MAHS Campus, Middlefield Road, and Ringwood Road contain two-story educational, residential, and office structures), due to the subjective nature of aesthetic impacts, implementation of the entire MAHS FMP would have the potential to substantially change the existing visual character and quality of the MAHS Campus and its surroundings. This change would involve the addition of four, large two-story structures to the campus that would be partially or fully visible from Middlefield Road, Ringwood Avenue, and the surrounding neighborhoods, as well as potentially result in a loss of privacy if second story windows, walkways, or balconies were to look down and into adjacent backyards. In particular, the future two-story classroom building and Academic Center / Administration Building would be built in a part of the campus where no two-story structures currently exist, which front Middlefield Road, and which would be in close proximity to several residences ~~in on~~ ~~the~~ Oak Grove ~~Road~~ Avenue ~~neighborhood~~. To reduce the potential for implementation of the MAHS FMP to result in a substantial adverse change to the existing visual character and quality of the MAHS Campus and its surroundings, the District would implement Mitigation Measures AES-1A, AES-1B, AES-1C, AES-1D, and AES-1E below.

On page 5-26, Mitigation Measure AES-1C has been revised to state:

> ***Mitigation Measure AES~~T~~-1C: Maintain and Maximize Building Setbacks from Residential Property Lines***
>
> The District shall maintain and maximize ~~the~~ building setbacks ~~between FMP buildings that have not yet been designed and the nearest~~ from residential property line~~s as follows: . In no instance shall the setback be less than the shortest distance between the nearest residential property line and the closest existing E building wall to be replaced as part of the FMP (estimated at 35 feet, but shall be confirmed through an engineering site survey).~~

- For Phase 1 G-Wing Replacement, the new classroom building shall, to the maximum extent feasible, be located within the same footprint as the existing G-Wing and courtyard.
- For any project that replaces the existing D/E and/or H Buildings, the District shall:
    - At a minimum, maintain the existing setback between the current D/E Building and the property line shared by MAHS and the Oak Grove Avenue residential properties. The existing setback between the current D/E Building and the property is currently estimated to be 50 feet at closest (on the west side) and 135 feet at farthest (on the east side, not including the existing H-Building); however, the precise distance shall be determined by a site survey prior to final design of any future project that is intended to replace the current D/E and/or H buildings.
    - To the maximum extent feasible, avoid replacing the existing modular H-Buildings, which are located approximately 28 feet from the existing property line at its closest point, with new building structures. Parking or other non-building facilities may be installed in the area occupied by the existing H-Buildings.
    - To the maximum extent feasible, locate the project as close as possible to Middlefield Road (i.e., as far away from the property line shared by MAHS and the Oak Grove Avenue residential properties).
    - Share the final schematic design of the future classroom building with residents of 212 and 214 Oak Grove Avenue (and other neighbors if appropriate).

On page 5-26 and 5-27, the last paragraph on page 5-26, continuing onto page 5-27, has been revised as follows:

> With Mitigation Measures AES-1A~~, AES-1B, and AES-1C~~ to AES-1E, the District would ensure FMP projects are compatible with the existing campus design and development, oriented and positioned to reduce massing against public roadways and adjacent residential receptors, and screened to the maximum extent feasible. ~~In addition, FMP projects that could result in the most change – the replacement G-Wing and future D/E and H replacement classroom project – would alter views from approximately four or five individual residences, but would not result in a substantial adverse change in the overall visual character or quality of the neighborhood immediately surrounding MAHS, which includes approximately 190 residences within 700 feet of the campus perimeter.~~ Thus, with these measures, Impact AES-1 would be rendered a less than significant impact.

On page 5-28, Mitigation Measure AES-2A has been revised to state:

> ***Mitigation Measure AES-2A: Reduce Light and Glare from Security Lighting***
>
> The District shall reduce light and glare from potential security lighting as follows~~: to the maximum extent feasible:~~
>
> ~~• Avoid exterior security lighting on the western side of the future classroom building, which is planned to be located adjacent to residential uses on Oak Grove~~

~~Avenue. If exterior lighting cannot be avoided, the District shall mount security lighting as low as possible, preferably below the height of the fence between the school and the residences, and orient the light to reduce light spillage into the adjacent residential area. In addition, the District shall install the minimum wattage necessary to provide sufficient security lighting.~~

- For any project that replace the existing D/E and/or H Buildings, the District shall:
    - Use the minimum wattage necessary to provide sufficient security lighting
    - Mount security lighting as low as possible to avoid glare and light spillage
    - If feasible, locate security lighting on the fence between MAHS and the Oak Grove Avenue residential properties so that security lighting can be directed away from the residential properties
    - If it is not feasible to install security lighting on the fence line, the District shall ensure all security lighting is shielded by a hood or guard and directed onto the MAHS Campus as much as feasible.
- At a minimum, ~~Install or outfit all proposed~~ all new exterior lighting installed at MAHS ~~within 100 feet of a residential property line~~ shall be equipped with a hood or other glare guard~~s~~ to prevent excessive glare and light spillage.

On page 5-28 and 5-29, Mitigation Measure AES-2B has been revised to state:

***Mitigation Measure AES-2B: Practice Lights Design, Installation, and Use***

To minimize light spillage and glare from the proposed practice lights, the District shall~~,~~:

- Design the proposed practice lights to minimize light spillage and glare. Light design shall include the use of spill and glare light control visors and adequate pole height and vertical aiming adjustment features to maximize field/court lighting and minimize light spill and glare. Each lamp fixture shall be mounted as low as possible and contain a visor that completely covers the top half of the lamp. From a lighting trespass (i.e., spill) perspective, these visors reduce the potential for light trespass from each individual lamp and the entire lighting system by 50~~%~~ percent. The visors also limit the areas and surfaces where the light produced by lamps may fall; specifically, visors would prevent light from physically spilling onto all adjacent residential receptors on Ringwood Avenue.
- Prohibit the use of the practice lights after ~~9:30~~ 9:00 PM. ~~In general, the use of the lights until 9:30 PM should only be limited to the months during Pacific Standard Time (approximately November to March).~~
    - Practice lights may be used until 9:30 PM in the event MAHS sports teams are practicing for a playoff or championship game
    - MAHS shall not schedule games to start during the evening hours (after 6 PM), but games that start prior to 6 PM may use the practice lights to provide field illumination to complete the game.
    - Practice lights may be made available for use by youth sports groups from San Mateo County, but shall not be made available for use by adult sports groups.

- Prohibit the lighting system from providing "competition" level lighting on practice fields. This may be achieved through the purchase of a system incapable of providing competition level lighting, or through the use engineering controls or equivalent restrictions that disable or prevent the use of competition light levels.

## 3.6 AIR QUALITY

On page 6-10, text has been added to Mitigation Measure AIR-1 as follows:

***Mitigation Measure AIR-1: Reduce Fugitive Dust Emissions***

To reduce potential fugitive dust that may be generated by FMP building demolition, site preparation, and building construction activities, the District shall implement the following BAAQMD basic construction measures:

- Water all exposed surfaces (e.g., staging areas, soil piles, graded areas, and unpaved access roads) two times per day during construction and adequately wet demolition surfaces to limit visible dust emissions. Recycled water shall be used for this purpose.

On page 6-11, Table 6-5 has been revised as follows:

**Table 6-5 MAHS FMP Increased Student Enrollment – Vehicle Trip Emissions**

| Pollutant Source | Pollutant Emissions (Tons Per Year) | | | | |
|---|---|---|---|---|---|
| | **ROG** | **NOx** | **CO** | **Total PM10** | **Total PM2.5** |
| New Vehicle Trips(A) | 0.9 | 1.4 | 5.7 | 0.7 | 0.2 |
| BAAQMD Threshold | 10 | 10 | --(B) | 15 | 15 |
| **Potential Significant Impact?** | **No** | **No** | **No** | **No** | **No** |

See Appendix D for CalEEMod emissions estimates

(A) ~~Average daily emissions assume 264 total active construction days (12 months x 22 days per month)~~ New vehicle trip emissions assume each vehicle trip would travel an average of 6.6 miles per trip. The maximum road distance from MAHS its southern attendance area boundary near Portola Road is approximately 7.1 miles. The 6.6 mile assumption is there considered an overestimate of vehicle miles travelled, and would account for any vehicle miles travelled while searching for parking near MAHS.

(B) BAAQMD CO significance thresholds are based ambient air quality standards (see Table 6-1). According to BAAQMD screening criteria, a project does not result in significant CO impacts if it would be consistent with the congestion management program and not increase traffic volumes to more than 44,000 vehicles per hour at impacted intersections. The MAHS FMP would be consistent with these criteria and would not result in a significant CO impact.

## 3.7 NOISE

On page 11-11, the discussion of construction time periods in the first paragraph has been revised as follows:

Construction noise levels are typically exempt from the noise standards contained in the Atherton municipal code; nonetheless, worst-case hourly construction noise levels could be as much as approximately 15 to 30 dB higher than ambient conditions at sensitive receptor locations on Oak Grove Avenue and Ringwood Avenue for five days a week for a period of 12 months or more, which would represent a substantial temporary increase in noise levels. In addition, the District anticipates that construction activities would occur

outside permissible time periods established in the Atherton Municipal Code, including before 8 AM on weekdays and on Saturdays. ~~Saturday construction~~ This is considered necessary since the District would strive to perform demolition activities at the campus during time periods when the least amount of students are on campus (e.g., summer) and minimize the potential for construction activities to interfere with student activities throughout the year. Therefore, construction noise levels are considered a potentially significant impact. To reduce the potential for MAHS FMP construction activities to result in substantial temporary, construction-related increases in ambient noise levels, the District would implement Mitigation Measure NOI-1 below.

On page 11-11, the third and fifth bullet points in Mitigation Measure NOI-1 have been revised to state:

***Mitigation Measure NOI-1: Reduce Potential Temporary Construction Noise Levels***

To reduce potential temporary, construction-related increases in ambient noise levels at sensitive residential receptors, the District shall, to the maximum extent feasible.

- Restrict construction work hours to the hours of 7:00 AM to 6:00 PM, Monday through Saturday.
    - The District shall, to the maximum extent feasible, prohibit non-critical construction-related deliveries from occurring before 7:00 AM.
    - Deliveries related to critical path construction activities that require timely completion to keep the project on schedule and budget, such as, but not limited to, concrete deliveries for pouring a concrete pad, specialized equipment rentals, etc, may occur prior to 7:00 AM; however, the District shall, to the maximum extent feasible, minimize such deliveries.
- Place a temporary sound barrier at the property line adjacent to the D/E, H, and F classroom building during demolition and building associated with the future phase, two-story classroom building. The sound barrier should be at least 8 to 10 feet high and ~~shall use materials with a minimum surface density of 3 pounds per square foot (e.g., plywood) to~~ be constructed of materials that can achieve a minimum Sound Transmission Class (STC) of ~~25~~ 35 and a minimum noise reduction coefficient of 85. ~~Multiple layers of a sound barrier curtain can be used to achieve a minimum total 2 lb/sq ft surface density (instead of 3 lb sq/ft). For rigid sound barriers and sound enclosures installed close to noise generating equipment, the inside face shall also be absorptive, with a minimum Noise Reduction Coefficient of 0.60 (e.g., 1 inch thick, 3 pound per cubic feet (pcf)).~~ If it is not feasible to place the sound barrier at the property line, the barrier shall be emplaced between the construction activities and the property line or around the active construction work area. The sound barrier design shall be reviewed by a qualified acoustical consultant prior to installation to ensure proper function and a minimum attenuation of 25 decibels (hourly Leq) is achieved at the adjacent property line.

On page 11-13, Mitigation Measure NOI-2 has been revised to:

***Mitigation Measure NOI-2: Reduce New Public Address System-Related Noise***

To reduce potential noise associated with public address (PA) system equipment on new classroom buildings and facilities, the District shall:

- Limit the amount of exterior, amplified ~~public address~~ (PA) and school notification equipment to the minimum extent feasible.
- Orient all exterior speaker systems on new classroom buildings away from sensitive residential receptors (i.e., towards the interior of the campus).
- Limit exterior speaker noise levels to the minimum level necessary to provide adequate public notification.
- Limit morning PA announcements (which currently occur three times per week) to no more than six minutes in length and limit use of the PA for extraneous announcements to the maximum extent feasible.
- To the maximum extent feasible, transition MAHS from exterior, PA-based announcements to interior, TV-based announcements by the 2017-2018 school year.
- Prohibit the installation and use of a PA or other amplified sound system at the practice soccer field and tennis courts.

## 3.8 ALTERNATIVES

On page 14-1, the second paragraph has been revised as follows:

> In selecting the range of reasonable alternatives analyzed by this EIR, the SUHSD identified potential alternatives that could feasibly attain the basic objectives of the MAHS FMP and potentially avoid or substantially lessen the MAHS FMP's significant effects. The SUHSD considered alternative locations, alternative strategies, and an alternative project schedule. The District also considered the No Project Alternative required by CEQA. The selection of these alternatives was informed by written comments received during the EIR scoping process (see Section 3.2.1). In total, the District identified ~~five~~ seven alternatives, ~~three~~ five of which were rejected and not discussed in detail. The project objectives, significant effects to be avoided or lessened, and alternatives are discussed below. Table 14-1 at the end of this Chapter compares the proposed project against the two alternatives analyzed in detail in Sections 14.3 and 14.4.

On page 14-5, the following section has been added before Section 14.3:

> **14.2.4 Alternative Classroom Building Types and Locations**
>
> The District considered limiting the construction of new and replacement buildings to one-story, constructing two-story classroom buildings in different locations than the proposed locations, and constructing three-story classroom buildings; however, these alternatives were rejected because they were found to be infeasible, did not attain most of the basic objectives for the MAHS FMP, and/or did not avoid or substantially lessen the significant environmental effects associated with implementation of the MAHS FMP.
>
> When evaluating locations to place new or replacement buildings, the MAHS FMP Site Design Committee followed a set of siting principles as guide, including (LPA 2015):
>
> - The number and size of Parking and Play Field areas should not be reduced
> - Where possible, existing Heritage Oaks should be respected and preserved

- Required Division of the State Architect setbacks between structures and fire road access to the campus must be provided
- Additions must be in scale with, and contribute to, the quality of the MAHS environment

These principles restrict the areas on campus where new buildings can be constructed and generally necessitate the construction of two-story structures to accommodate increasing enrollment at MAHS. With these principles in mind, the FMP architectural design team evaluated alternative locations for the placement of the future classroom building on campus. The Senior Green, located in the heart of the campus, between existing wings B and D was determined to be an unsuitable location based on several considerations. First, MAHS is a compact and congested campus and there are few spaces available, other than the Senior Green, for large groups of students to congregate and move freely. According to the recommendations from the California Department of Education, "every site should have free space for the small, undefined activities that invariably become necessary as the school is used" (CDE 2000). As such, the senior green is not seen as a suitable location for a new building. The second reason the Senior Green is not a suitable location for a new building relates to the Division of the State Architect (DSA). DSA considers all of the existing and original portions of the school to be one large building: "Based upon the age of the existing buildings, it is likely the project was designed in accordance with the 1943 edition of the Uniform Building Code. Occupancy classification, construction type/fire-resistive construction, fire protection and means of egress provisions have substantially changed since the time of original design and construction" (Domnitch 2010). Based on this determination, if any changes are proposed to buildings connected to Pride Hall, DSA will require at least a 30-foot minimum separation between Pride Hall or the existing classroom wings and any proposed adjoining building's assumed property line. In addition, up to an additional 20 feet would be required to be consistent with the 2013 California Building Code frontage increase requirements (Section 506.2), fire resistance requirements (Table 602), and fire separation distance and degree of opening protection (Table 705.8). Maintaining these setbacks would require the District to build a very small building that does not provide addition teaching stations and/or result in additional demolition and organization of the campus layout (i.e., re-organizing the entire campus layout). Thus, although constructing one-story classroom buildings and two-story classroom buildings at the Senior Green could avoid and/or lessen the potentially significant aesthetic impacts identified in this EIR, these alternatives are not considered feasible and may result in far greater construction-related impacts as a result of additional implications associated with DSA setback requirements.

The District also considered adding a third floor Phase 1 G-Wing project. This alternative would be more visible than the proposed two-story G-Wing replacement project, and would thus increase the magnitude of the potentially significant aesthetic impacts identified in this EIR. In addition, the scale of a three-story classroom was considered incompatible with the adjacent campus and community elements, as most buildings in the immediate vicinity of MAHS are one- or two-story buildings, such as the two-story office complex adjacent to the MAHS Campus (south of Middlefield Road). In addition, the square footage added to the building by a third-story would increase DSA setbacks and thus reduce the size of the building, making the site untenable for cost efficient new construction. Thus, the District rejected this alternative because it would not avoid or

substantially lessen the project's aesthetic impacts and is considered technically and economically infeasible.

On page 14-5, the following section has been added before Section 14.3:

**14.2.5 Closing Oak Grove Avenue Entrance**

Closing the MAHS Campus exit onto Oak Grove Avenue would not help the District attain any of the District's objectives for the MAHS FMP. In addition, as shown in Tables 4-11, 4-12, and 13-2, implementation of the MAHS FMP would not result in significant level of service impacts on the Oak Grove Avenue / Middlefield Road intersection under any conditions evaluated in the EIR. Thus, there is no need to consider alternatives that avoid level of service impacts to this intersection. Furthermore, while closing MAHS Campus' exit onto Oak Grove Avenue might reduce vehicle-pedestrian and vehicle-bicycle conflicts at the Oak Grove Avenue / Middlefield Road intersection, it would also shift more vehicles onto other local roadways near MAHS, including Ringwood Avenue, Arlington Way, Menlo Oaks Drive, and Coleman Avenue, thereby increasing potential conflicts on these roadways. Thus, this alternative would not avoid or substantially lessen the potentially significant impacts identified in Impact TRA-2. Since this alternative would not attain any of the MAHS FMP objectives nor avoid or reduce any potentially significant traffic impact associated with implementation of the MAHS FMP, the District has rejected this alternative from further consideration.

On page 14-5 to 14-6, the discussion of the No Project Alternative has been revised as follows:

Under the No Project Alternative, the population growth within the SUHSD boundary that is driving the increase in enrollment at MAHS, other District high schools, and the approximately 20 elementary and middle schools that feed into MAHS, would continue to occur~~; however,~~. The District is obligated under the California Constitution to provide public education to high school students within its boundaries. The District demographer's report identifies that MAHS had the largest amount of transitional kindergarten through 8$^{th}$ grade students within its attendance area as of October 2013 (Enrollment Projection Consultants 2013). The report states "more families are opting for [SUHSD] high schools over private alternatives for their children . . . . this upward trend indicates improving perceptions of Menlo-Atherton . . . if rates entering ninth continue to rise as a result, and /or the cumulative rates in the same homes rebound to the previous levels, then the projected totals for Menlo-Atherton could be too low" (Enrollment Projection Consultants 2013). Although the MAHS attendance boundary has changed since preparation of the last demographer's report, the overall trend of increasing enrollment in the District continues, and as described on page 2-4, enrollment at MAHS has increased each year since the 2011-2012 school year. Thus, it is reasonable to assume that MAHS enrollment would increase as forecast under the No Project Alternative.

Under the No Project Alternative, the District would not approve an FMP for the MAHS Campus that outlines the structural facilities needed to accommodate the growth in student enrollment forecast to occur at MAHS by 2020 ~~and guides the development at MAHS over the near- to intermediate-term (approximately the next five to 10 years). As a result, the District would not likely be forced to~~ but would still need to accommodate year-over-year increases in student growth ~~by installing modular or portable classrooms~~ at ~~the~~ MAHS ~~Campus~~, including increased interest in MAHS athletic programs. This could be achieved by increasing the student to teacher ratio at MAHS, adding portable

classrooms to the MAHS Campus, and/or constructing new or replacement classroom buildings at MAHS.

These options would achieve the objectives set for the MAHS FMP to varying degrees. Increasing the student to teacher ratio at MAHS would not increase teaching stations nor improve or expand student service programs, and may lead to overcrowding as many classrooms at MAHS are reaching their physical capacity. The addition of portable classrooms would also not improve student service programs and would also conflict with a basic objective of the FMP. Constructing new or replacement classroom buildings could achieve some of the objectives of the MAHS FMP because such structures would likely have to be two-story structures similar to that proposed by the MAHS FMP (see Section 14.2.4 for a discussion of why building one-, two-, and three-story structures elsewhere is not feasible)

Each of the potential options for addressing increased enrollment under ~~T~~the No Project Alternative would likely avoid or substantially lessen some of the potentially significant aesthetic, air quality, biology, cultural resources, hazards, and construction noise impacts that would occur with implementation of the MAHS FMP. This is due to the fact that, under the No Project Alternative, the District would not demolish buildings that may be potentially historic or contain hazardous materials such as asbestos. In addition, the installation of modular or portable classrooms is expected to require less overall site preparation, ground disturbance, and building construction activities, reducing construction equipment emissions, potential for sediment laden storm water flows, and equipment leaks and spills. Portable classrooms would also not be as visible as two-story classroom structures.

The No Project Alternative would also likely result in similar or slightly increase the potentially significant hydrology, operational noise, vehicle / pedestrian conflicts, indirect environmental effects from a lack of parking, and utility impacts that would occur within implementation of the MAHS FMP. The No Project Alternative would not reduce population growth or the corresponding enrollment growth at MAHS, and thus similar operational noise, waste water flows, and vehicle-related impacts would occur. The installation of modular and portable classrooms would likely initially occur on the developed portions of the campus, such as the blacktop court in the middle of campus (see Figure 2-3); this may result in the need for new blacktop courts elsewhere on campus. Additional portable classrooms may also need to be installed on undeveloped portions of the campus, such as the practice football and lacrosse field, as enrollment continues to increase at MAHS. Thus, over time, the No Project Alternative, would likely increase the total amount of impervious surfaces at the MAHS Campus and potentially increase on- and off-campus storm water flows. In addition, if practice lights are not installed, the District may need to provide sufficient practice time for sports teams by negotiating use of non-MAHS or non-District athletic facilities for MAHS sports teams. This could require additional vehicle trips on roadways which would lead to slightly more air and noise emissions than the proposed FMP.

As described above, regardless of whether MAHS increases the student to teacher ratio, adds portable classrooms, or builds new classroom buildings, MAHS enrollment would still approach 2,600 students. ~~The~~ Thus, the No Project Alternative ~~would not reduce population growth or the corresponding enrollment growth at MAHS. Thus, the same level of vehicle trips would occur as under the MAHS FMP. As such, the No Project~~

~~Alternative~~ would not avoid or substantially lessen any of the potentially significant traffic safety impacts, indirect parking impacts, nor the significant and unavoidable traffic impacts on intersection level of service, roadway segments, and regional routes of significance that would occur with implementation of the MAHS FMP.

The No Project Alternative would also not achieve the benefits of the FMP to the same degree, such as the benefits to academic and athletic programs and educational excellence that would come with modernization of existing classrooms and the addition of practice lights, the benefits to student service programs that come with improving and expanding these facilities, and the overall benefit to the quality of the MAHS campus that comes with a comprehensive planning effort such as the FMP. In addition, because the size and scope of projects under the No Project Alternative is not known for sure at this time, and may be exempt from CEQA review, the No Project Alternative may not require or result in the same level or timing of the mitigation benefits identified in this EIR, such as the development of a travel demand management program for MAHS students and staff (Mitigation Measure TRA-1A), the transition to interior PA system announcements (Mitigation Measure NOI-1), both of which improve the existing conditions at MAHS.

Section 14.6 has been added to the end of Chapter 14 of the Draft Program EIR as follows:

## 14.6 References

California Department of Education (CDE) 2000. *Guide to School Site Analysis and Development, 2000 Edition.* CDE. Sacramento, CA. 2000.

Domnitch 2010. Domnitch, Cheryl, P.E. "Proposed Design Approach for Fire and Life Safety Features, DSA Request for Limited Review". *Renovation to Pride Hall DSA A#111097.* December 2010.

LPA 2015. Menlo-Atherton High School Facility Master Plan. Letter from Jim Kisel, LPA, Inc. to Matthew Zito, Chief Facilities Officer, SUHSD. March 17, 2015.

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# CHAPTER 4 RESPONSES TO DRAFT EIR COMMENTS

This chapter contains a summary of the written and oral comments received on or related to the Draft Program EIR during the public review period from May 6 through June 22, 2015. This chapter also provides a written response by the District, as the CEQA Lead Agency for the project, to each comment raising a significant environmental issue submitted on the Draft Program EIR.

The District received 21 comment letters during the Draft Program EIR review period, including five comment letters from four agencies (Caltrans, San Mateo County, the Town of Atherton, and the Menlo Park Fire Protection District) and 16 letters from members of the public. In addition, five members of the public provided oral comments at the May 20, 2015 Board of Trustees meeting. Each commenter was assigned a letter (i.e., "A", "B", etc.) and each specific comment was assigned an alpha-numeric identification number, as summarized in Table 4-1. Please refer to Appendix I for copies of all written comment letters and the minutes of the May 20, 2015 Board of Trustee's meeting.

**Table 4-1 Summary of Agency and Public Comments on the Draft Program EIR**

| ID | Commenter *(Agency)* | Comments |
|---|---|---|
| *Written Comments Received on the Draft Program EIR*[(A)] | | |
| A | Thom Byrant | A1, A2 |
| B | Woodson and Kelly Martin | B1 |
| C | Stephanie Thomases | C1, C2 |
| D | Mary Ann Carmack and Rod Derbyshire | D1, D2 |
| E | Rod Derbyshire | E1 – E6 |
| F | Jon Johnston, Fire Marshall *(Menlo Park Fire Protection District)* | F1 |
| G | Hinda Sack | G1 – G9 |
| H | J. Marty Brill | H1 |
| I | Joan Dove | I1 |
| J | Richard Collyer | J1 – J9 |
| K | Polly Berquist | K1 |
| L | Patricia Maurice, District Branch Chief *(Caltrans)* | L1 – L5 |
| M | Diana Shu, Road Operations Manager *(San Mateo County)* | M1 – M3 |
| N | Joan Dove and Jim Daughn | N1 – N10 |
| O | George Rodericks, City Manager *(Town of Atherton)* | O1 – O11 |
| P | Polly and Tom Berquist | P1 – P12 |
| Q | J. Marty Brill | Q1 – Q24 |
| R | Don Horsley, 3rd District Supervisor *(San Mateo County)* | R1, R2 |
| S | Sue Mariannacci | S1 – S3 |

| **Table 4-1 Summary of Agency and Public Comments on the Draft Program EIR** | | |
|---|---|---|
| **ID** | **Commenter *(Agency)*** | **Comments** |
| T | Remona Murray | T1 – T13 |
| U | Diane Haley | U1 |
| *Oral Comments Made at the May 20th Board of Trustees Meeting(B)* | | |
| V | Rod Derbyshire | V1, V2 |
| W | Mary Ann Carmack | W1, W2 |
| X | Remona Murray | X1, X2 |
| Y | Joan Dove | Y1 |
| Z | Anne Cortlander | Z1, Z2 |

(A) Written comments are ordered by the date they were received by the District and/or its EIR consultant. Please see Appendix I for written comments submitted on the Draft EIR.
(B) Oral comments are summarized in the approved minutes from the May 20, 2015 Board of Trustees meeting. Please see Appendix I for a copy of the meeting minutes.

As shown in Table 4-2 below, the District received comments from one or more commenters that addressed the same topic and/or were similar in nature. In light of this, the District has prepared one master response (MR) to the topics and issues consistently raised by agencies and the public (e.g., Traffic Mitigation, On-Campus Parking, Construction Noise). The District has also prepared an individual response to comment(s) (RTC) as necessary (e.g., Fire Service, Project Permits, Vehicle Miles Travelled).

| **Table 4-2 Summary of Comment Topic, Comments, and Responses** | | |
|---|---|---|
| **Topic (No. of Comments)** | **Comment IDs** | **Response** |
| Project Description (5) | P3, Q2, Q3, Q4, Q6 | MR1 |
| Existing Traffic Conditions (22) | C2, D1, E1, G5, J1, J4, J6, J8, M2, N9, O1, Q21, R1, S1, S2, T1, T6, T12, V2, W1, X1, Z1 | MR2 |
| Traffic Analysis Scope (17) | C1, G2, G8, L3, M3, M4, O2, O3, O4, O6, Q20, T3, T4, T5, T6, V1, Z2 | MR3 |
| Traffic Mitigation (21) | E6, G3, G6, G7, J2, J5, J7, J9, L4, M4, N9, O5, O9, Q19, R2, T7, T8, T9, T12, T13, X1 | MR4 |
| On- and Off-Campus Parking (14) | A1, E2, E3, E5, G4, J8, M1, O10, Q7, S1, T1, T10, T11, U1 | MR5 |
| Student Drop-off and Pick-up (9) | D2, E4, G4, G6, J3, T9, T10, T12, W2 | MR6 |
| Aesthetics / Lighting (13) | I1, N2, N3, N4, N5, N6, P4, P5, Q8, Q15, Q16, Q17, Q18 | MR7 |
| Tree Removal (5) | N6, P6, P10, P11, Q5 | MR8 |
| Construction Noise (4) | B1, N7, P7, Q10 | MR9 |
| Campus Noise (5) | N8,Q11, Q12, Q13, Q14 | MR10 |

| Table 4-2 Summary of Comment Topic, Comments, and Responses | | |
|---|---|---|
| **Topic (No. of Comments)** | **Comment IDs** | **Response** |
| Cumulative Impacts (3) | L1, L2, O7 | MR11 |
| CEQA Alternatives (6) | A2, N10, O11, P8, P12, Q22 | MR12 |
| Public Noticing (7) | G1, H1, Q24, S3, T2, T3, X2 | MR13 |
| Community Involvement (5) | G8, G9, K1, N1, P2 | MR14 |
| EIR Scope (3) | P1, Q1, W1 | MR15 |
| Areas of Controversy (1) | P9 | RTC P9 |
| CEQA Compliance (1) | Q23 | RTC Q23 |
| Fire Service (1) | F1 | RTC F1 |
| Project Impacts (1) | Q9 | RTC Q9 |
| Project Permits (1) | L5 | RTC L5 |
| Vehicle Miles Travelled (1) | O8 | RTC O8 |

## 4.1 MR1 – RESPONSE TO COMMENTS ON THE PROJECT DESCRIPTION

The District received five comments related to the EIR's Project Description. In summary, these comments expressed:

- Concern over misleading and unclear descriptions of the location of the existing G-Wing, the location of all FMP projects, and potential tree removal that could occur as a result of the FMP's future classroom building (Comments P3, Q3)
- Concern over insufficient information on the demographic forecasts identified in the EIR (Comment Q2)
- Concern the EIR does not define the terms "Maximum Building Height" and "Grade" and uses approximations when referring to maximum building heights and property line setbacks (Comment Q4)
- Concern why an additional 206 square feet per additional student is being proposed (Comment Q6)

The Draft Program EIR adequately describes the location of the existing G-Wing. On page 2-10, the Draft Program EIR states that the existing G-Wing is situated "near" the center of the MAHS Campus, south of the practice field, and directs the reader to Figure 2-3, which is the most recent MAHS Campus Map. Similarly, the Draft Program EIR adequately describes the type and location of the proposed improvements at MAHS and therefore does not deny the public the opportunity to evaluate the potential impacts of the MAHS FMP. The characteristics of the FMP are described in Section 2.3 of the Draft Program EIR and include building descriptions and project lists (page 2-10, 2-14 to 2-16, Table 2-2 and 2-3), a graphic depicting the location of the FMP projects (Figure 2-5), a space diagram (Figure 2-6), and a visual depiction of the Phase 1 G-Wing replacement project (Figure 2-7). The building descriptions provided on pages 2-10 and 2-14 to 2-16 include the best and most currently available information related to the proposed building heights, location, square footage, and visual characteristics; existing and proposed setbacks are described on pages 5-25 and 5-26 of the Draft Program EIR. Finally, the Draft

Program EIR states on page 2-16 that the District may need to remove three to ten trees to accommodate the future classroom building, and potential tree removal is shown on Figure 7-1 of the EIR.

Page 1-1, Table 1-1, of the Draft Program EIR presents the District-wide enrollment projections for the 2014-2015 and the 2020-2021 school years. The information in this table is based on two demographics reports prepared by Thomas R. Williams, Principal Demographer for Enrollment Projection Consultants, as updated by the District to reflect the most recent enrollment information available at its schools. The demographer's reports identify that kindergarten through eighth grade enrollment in the school districts that feed into the SUHSD increased by approximately 1,840 students between 2008 and 2011, and that enrollment the SUHSD is forecast to rise by over 1,500 students by 2020, including 400 more students at MAHS (Enrollment Projection Consultants 2012, 2013); the reports do not list a specific probability range, but do acknowledge there are several factors that could lead to an under or over-forecast of enrollment levels, such as changes in student resident populations, intra-district transfers, etc. The methodology used in the demographer's reports was based on the development of "planning areas" for trend analysis purposes, and enrollment forecasts were based on where students live. As shown in Section 3.2 of this Final Program EIR, the District has added certain references to page 1-1 of the Draft Program EIR, including the demographer's reports described above.

As used in the EIR, the term "grade" refers to "existing grade"; the District does not anticipate the grade level at which new buildings are constructed to substantially change from the existing levels. The term maximum building height refers to the height of the roofline of the proposed structures, as measured above existing grade; HVAC equipment could extend slightly higher than the roof (two to four feet), but would not be as visible as the building itself. As shown in Section 3.3 of this Final Program EIR, the District has clarified the EIR's Project Description to indicate maximum building height with potential roof-mounted HVAC equipment would be approximately 37 to 40 feet above existing ground level. The use of approximations in describing building heights and setbacks is appropriate and permissible under CEQA, particularly for a Program EIR. The information in the Draft Program EIR is intended to provide a worst-case description of potential environmental impacts, and provides a sufficient degree of detail and analysis to enable careful consideration of those impacts.

The Draft Program EIR does not state that the MAHS Campus size or total building square footage at the campus 233,214 square feet; at 43,560 square feet per acre, this equates to a 5.4 acre campus. As indicated in several areas of the Draft Program EIR, the MAHS campus occupies approximately 38 total acres, inclusive of buildings, athletic fields, and parking areas. This District notes that while enrollment at MAHS would increase, the total size of the campus would not (i.e., the campus would remain approximately 38-acres in total size), thus the total campus square footage per student would decrease as enrollment increases. The Draft Program EIR does show that the implementation of the FMP would add 90,000 square feet of total building space to the MAHS Campus (Table 2-1); however, included in this total is space for food kiosks, administrative and student services, replacement classrooms, and new classrooms.

## 4.2 MR2 – RESPONSE TO COMMENTS ON EXISTING TRAFFIC CONDITIONS

The District received 22 comments related to the EIR's description of existing traffic conditions on local roads and streets near MAHS, including Arlington Way, Coleman Avenue, Menlo Oaks Drive, Middlefield Road, Oak Grove Avenue, Ringwood Avenue, and other local roads. In summary, these comments provided:

- Observations and information on existing lane configurations, student biking and walking patterns, lack of pedestrian facilities on certain local roads, student and parent parking on local roads, parent standing / stopping on local roads, parents circulating through neighborhoods, vehicle speeding, student drop-off and pick-up in neighborhoods, blocked sightlines, near-miss accidents, buses blocking traffic on Ringwood Avenue, and jurisdictional boundaries on Ringwood Avenue (Comments C2, D1, E1, G5, J1, J4, J6, J8 M2, N9, O1, Q21, R1, S1, S2, T1, T6, T12, V2, W1, X1, Z1)

The District appreciates the commenters' direct observations of existing traffic conditions near MAHS. The District notes the Draft Program EIR provides similar information plus analysis of existing parking, student pick-up, traffic, and other pedestrian/bike conditions on local streets adjacent to the MAHS Campus (including a discussion of observations by District staff and consultants). For example, a description of Ringwood Avenue is provided on page 4-3, and transit service on Ringwood Avenue at Arlington Way and Menlo Oaks Drive is described on page 4-4, and page 4-10 of the Draft Program EIR describes that the District conducted a survey of MAHS students to inform understanding of existing MAHS student travel modes and patterns, including off-campus parking and pick-up drop-off patterns; the results of the survey are presented in Table 4-4 of the Draft Program EIR and show that 11 percent of students arriving at MAHS are dropped off along a nearby street or at an off-campus parking lot and four percent of students park off-campus. In addition, the District notes Impact TRA-2 evaluates the potential for increased vehicle / pedestrian and vehicle / bicycle conflicts, including conflicts associated with off-campus student pick-up and drop-off on local streets adjacent to the MAHS Campus. The Draft Program EIR describes that such conflicts are due to a temporary but periodic surge in traffic flow, which results in improper and/or illegal student loading and unloading outside of intersections, crosswalks, and other designated standing/ stopping areas and vehicle queuing (page 4-28). The Draft Program EIR also describes that parked vehicles and queued vehicles temporarily reduce travel lane capacity, cause bicycles to travel in areas where they do not usually travel, and may cause students to cross roadways in in appropriate locations (page 4-28). Nonetheless, as shown in Section 3.4 of this Final Program EIR, the District has revised the transportation setting for the project and the discussion under Impact TRA-2 on page 4-28 of the Draft Program EIR to more clearly describe the existing traffic conditions on Arlington Way, Menlo Oaks Drive, Oak Grove Avenue and other local streets adjacent to the MAHS Campus. This information does not change the findings of the Draft Program EIR regarding potential traffic impacts.

### 4.2.1 Existing Lane Configurations (Town of Atherton Comment O1)

The Town of Atherton noted that that the existing lane configurations for Middlefield Road / Encinal Avenue and El Camino Real / Encinal Avenues shown in Figure 2A and 2B, respectively, of Appendix C do not match actual conditions. Figures 2A and 2B of the TIA do show incorrect lane configurations for these intersections. W-Trans, the transportation engineering firm that prepared the transportation impact analysis (TIA) for the Draft Program EIR, has reviewed the TIA and confirmed that the correct lane configurations for the Middlefield Road / Enicinal Avenue intersection were used in the preparation of the TIA (see Appendix D to the TIA); however, W-Trans did find the incorrect lane configuration was used for the El Camino Real / Encinal Avenue intersection. Accordingly, the TIA analysis was performed again with the correct lane configuration for this intersection and found to result in only minor changes to the original analysis (the corrected analysis shows the existing level of service to be level of service B in both the AM and PM peak hours rather than level of service C, W-Trans 2015). The corrected analysis for each scenario evaluated at the El Camino Real / Encinal Avenue

intersection is provided as EIR Appendix J. Thus, these graphic errors do not change the adequacy of the TIA or its findings, nor the findings of the Draft Program EIR.

## 4.3 MR3 – RESPONSE TO COMMENTS ON TRAFFIC ANALYSIS SCOPE

The District received 17 comments related to the scope and content of the Traffic Impact Analysis included as Appendix C to the Draft Program EIR. In summary, these comments:

- Expressed concern that the EIR did not evaluate parking, student pick-up and drop-off, traffic, and other pedestrian / bike issues on local roads near MAHS, including Arlington Way, Coleman Avenue, Menlo Oaks Drive, Middlefield Road, Oak Grove Avenue, Ringwood Avenue, and other local roads (Comments C1, G2, M4, Q20, V1, Z2, T3, T4, T5, T6)
- Expressed concern over a lack of details and analysis regarding coordination with neighbors and agencies, SRI development plans, and the Willow Road / U.S. 101 reconfiguration (Comment G8)
- Requested an evaluation of walking and bicycling routes for safety and directness (Comment L3)
- Requested a discussion of possible improvements to the intersection of Middlefield Road and Oak Grove Avenue (Comment M3)
- Requested additional information on the student survey performed for the TIA, the TIA's trip generation and distribution assumptions, and intersection delays and LOS improvements (Comments O2, O3, O4, O6)

The Draft Program EIR does provide an adequate level of information and analyses related to parking, student pick-up, traffic, and other pedestrian / bicycle issues on local streets adjacent to the MAHS Campus. A description of Ringwood Avenue is provided on page 4-3, and transit service on Ringwood Avenue at Arlington Way and Menlo Oaks Drive is described on page 4-4. Table 4-2 of the Draft Program EIR identifies Ringwood Avenue between Middlefield Road and Bay Road as a roadway segment evaluated in the MAHS FMP transportation impact analysis, which is contained in full in Appendix C to the Draft Program EIR. In addition, page 4-10 of the Draft Program EIR describes that the District conducted a survey of MAHS students to inform understanding of existing MAHS student travel modes and patterns, including off-campus parking and pick-up drop-off patterns. The results of the survey are presented in Table 4-4 of the Draft Program EIR, and show that 11 percent of students arriving at MAHS are dropped off along a nearby street or at an off-campus parking lot and four percent of students park off-campus. The District notes that Impact TRA-2 evaluates the potential for increased vehicle / pedestrian and vehicle / bicycle conflicts, including conflicts associated with off-campus student pick-up and drop-off on local streets adjacent to the MAHS Campus. The Draft Program EIR describes that such conflicts are due to a temporary but periodic surge in traffic flow, which results in improper and/or illegal student loading and unloading outside of intersections, crosswalks, and other designated standing/ stopping areas and vehicle queuing (page 4-28). The Draft Program EIR also describes that parked vehicles and queued vehicles temporarily reduce travel lane capacity, cause bicycles to travel in areas where they do not usually travel, and may cause students to cross roadways in in appropriate locations. While the text immediately under Impact TRA-2 mentions the potential for these impacts to occur on Ringwood Avenue, Oak Grove Avenue, and Coleman Avenue "in particular", the Draft Program EIR's analysis of such impacts was not limited to those three streets only. This is exemplified by the fact that Mitigation

Measure TRA-2 requires the MAHS to reduce off-campus student loading and unloading on Oak Grove Avenue, Ringwood Avenue, and "other nearby streets". Nonetheless, as shown in Section 3.4 of this Final Program EIR, the District has revised the discussion under Impact TRA-2 on page 4-28 of the Draft Program EIR to clarify there are existing and potential future vehicle / pedestrian and vehicle / bicycle conflicts on Arlington Way, Coleman Menlo Oaks Drive, Middlefield Road, Oak Grove Avenue (including the Oak Grove Avenue cul-de-sac), Ringwood Avenue, and other local streets adjacent to the MAHS Campus. Therefore, additional analysis at these intersections is not required. The District also notes that a shortage of parking is not in and of itself a physical change to the environment that requires evaluation under CEQA; however, Impact TRA-3 evaluates the indirect effects that could result from a parking shortage associated with increased student enrollment at MAHS (e.g., air emission and noise from vehicles searching for a parking spot).

One commenter expressed concern that the Draft Program EIR should include more information on outreach and coordination with neighbors, SRI, and other entities as well as information on the Willow Road / Highway 101 interchange (Comment G8). The District did solicit comments from agencies and the public on the scope and content of the EIR, and notes that EIR scoping efforts undertaken by the District are summarized on page 1-4 and 1-5 of the Draft Program EIR; supplementation outreach information is also summarized in Chapter 1 of this Final Program EIR. The commenter is directed to page 4-15 of the Draft Program EIR for a description of the Willow Road / Highway 101 interchange, which was included in the near-term analysis of traffic impacts, and to Table 13-1, which identifies that the SRI Campus Modernization Project was considered as part of the EIR's cumulative impact analyses.

### 4.3.1 Walking and Bicycling Routes (Caltrans Comment L3)

Caltrans commented that the walking and biking routes should be evaluated for their safety and directness. The District notes that bicycle and pedestrian facilities are described on pages 4-4 and 4-5 of the Draft Program EIR, and that Impact TRA-2 evaluates the potential for increased vehicle / pedestrian and vehicle / bicycle conflicts, including conflicts associated with off-campus student pick-up and drop-off on local streets adjacent to the MAHS Campus. Thus, the safety and directness of walking and biking routes is already evaluated in the EIR. The District also notes that Draft Program EIR requires the District to implement several mitigation measures intended to reduce vehicle trips and improve circulation and safety on local roads near MAHS, including Mitigation Measure TRA-1A (Prepare and Implement a Travel Demand Management Plan for MAHS Students and Staff), Mitigation Measure TRA-1B (Evaluate the Feasibility of Sam Trans Bus / Shuttle Service), Mitigation Measure TRA-1C (Evaluate the Feasibility of Private Shuttle Service), and Mitigation Measure TRA-2A (Reduce Off-Campus Student Loading and Unloading). In addition, as shown in Section 3.4 of this Final Program EIR, the District has added Mitigation Measure TRA-2B to the EIR, which requires the District coordinate with the Town of Atherton, the City of Menlo Park, San Mateo County, police providers, other local schools, and Sam Trans to establish a working group to assess and recommend changes to signage, pedestrian facilities, and other potential roadway improvements to improve traffic circulation and reduce vehicle-pedestrian and vehicle-bicyclist conflicts on local roads in the vicinity of MAHS.

### 4.3.2 Possible Improvements to Middlefield Road / Oak Grove Avenue Intersection (San Mateo County Comment M2)

The San Mateo County Public Works Department commented that the Draft Program EIR did not include a discussion of possible improvements to the Middlefield Road / Oak Grove Avenue

intersection. This comment is noted. As described in Chapter 2 of this Final Program EIR, the Town of Atherton has applied to the C/CAG for matching funds to help implement the Middlefield Road / Oak Grove Avenue Complete Street Improvements Project, which improve and provide a safe route for students, families, and residents walking or biking to neighborhood schools in the vicinity of this intersection, including Encinal Elementary, Laurel Elementary, and MAHS. While it is likely C/CAG will award the funding for the project; the application is currently pending; therefore, these improvements were not assumed to be part of the existing conditions described in Section 4.1.2 of the EIR and evaluated in Impact TRA-2.

### 4.3.3 Additional Information on the TIA Student Survey, Trip Generation, and Trip Distribution (Town of Atherton Comments O2, O3, O4, O6)

The District conducted a survey of student travel patterns at the request of the Town of Atherton and the City of Menlo Park. A detailed explanation of the school survey is provided in Section 4.3.2 of the Draft Program EIR and pages 28 – 30 of the TIA, which is contained in Appendix C to the Draft Program EIR. The survey was necessary to calculate the potential future trip generation rate at MAHS with actual data from MAHS, rather than relying on standardized trip generation rates published by the Institute of Transportation Engineers. The survey provided both mode share and trip generation information, which was verified through a comparison with the number of vehicles counted, thereby enabling the District to better understand student walking, bicycling, and off-campus drop-off and pick-up patterns.

The Town of Atherton also requested additional information on how the AM and school PM peak hour trip generation ratio for MAHS compares to similar facilities' AM and PM ratio and commented that 24-hour driveway counts for a weeklong period may become necessary to obtain more accurate peak and daily trip generation rates for MAHS. The net increase in MAHS AM (308), school PM peak hour (161), and daily trip generation rates (1,228) are summarized in Table 4-5 of the Draft Program EIR. The calculated ratio of AM to school PM peak hour trip generation rates at MAHS is 1.91 and is considered appropriate for use because it is based on valid site specific data (including the student survey described above). In comparison, the Institute of Transportation Engineers (ITE) ratio, which represents a national average, is 1.48. Factors such as school starting and ending times, after school activities, location, and geography all influence the AM to PM peak hour traffic ratio at any given school site. For example, approximately 50 percent of MAHS students participate in after school athletic programs during the course of the school year; a school with lower participation rates may have AM to PM peak hour rates that are more similar.

The ratio of AM to school PM peak hour trips did not impact the daily trip generation rate for MAHS. The MAHS daily trip generation rate was based on the ITE Trip Generation Manual rate, with an adjustment made based on the calculated AM peak hour rate compared to the ITE AM peak hour rate. This resulted in a higher, more conservative, estimate of daily trips at MAHS.

The District and W-Trans, the transportation engineering firm that prepared the TIA, disagree that further adjustments to the trip generation ratio are warranted at this time as the peak hour trip generation rates used in the analysis are specific to the project site, and therefore considered most appropriate for use in the TIA and EIR (W-Trans 2015). As part of the TIA, a robust trip generation survey was undertaken for this analysis, and additional 24-hour counts would not be anticipated to result in changes to the DEIR analysis, findings or conclusions (W-Trans 2015).

The District notes that, as shown in Section 3.4 of this Final Program EIR, it has added Mitigation Measure TRA-2D to the EIR, which requires the District to coordinate with the appropriate transportation stakeholders such as the Town of Atherton, San Mateo County, Sam Trans, other local schools, etc. to establish a working group to assess and recommend changes to signage, pedestrian facilities, and other potential roadway improvements to improve traffic circulation and reduce vehicle-pedestrian and vehicle-bicyclist conflicts on local roads in the vicinity of MAHS. Additional information on MAHS travel patterns may be garnered as part of this working group collaboration.

Finally, in regards to the Town's request for clarification on how intersection delays and levels of service could improve under the existing plus project scenario over the existing conditions scenario, W-Trans notes that Table 10 in Appendix C to the Draft Program EIR had a typo in the Existing Conditions column under School PM Peak Hour, as the AM Peak Hour column was inadvertently copied to this column. The corrected table is included in Appendix J to this Final Program EIR The text of the traffic study and Chapter 4 of the Draft Program EIR, as well as the impact determination, findings and conclusions, however, were based on the correct analysis (as shown in Appendix D to the transportation impact analysis). Therefore, the summary of findings and conclusions are correct as presented in the Draft Program EIR.

## 4.4 MR4 – RESPONSE TO COMMENTS ON TRAFFIC MITIGATION

The District received 21 comments related to traffic mitigation. In summary, these comments recommended:

- Non-specific suggestions to mitigate traffic impacts TRA-1, TRA-2, and TRA-3 (Comments N9, O5, O9, Q19)
- The District should improve traffic safety by:
    - Moving the Ringwood Avenue bus stop and /or "carving" out locations for student pick-up and drop-off (Comments G6, J2, X1, T7)
    - Providing / increasing Sam Trans Service (Comments E6, G3, T8)
    - Providing crossing guard and/or additional signage (Comments M4, R2)
    - Changing student behavior (Comment G7)
    - Staggering schedules (Comment J9)
    - Exercising, in coordination with the Town of Atherton, eminent domain to create four lanes of traffic flow on the Middlefield Road east of Oak Grove Avenue (Comment T9)
    - Altering Oak Grove Avenue / Middlefield Avenue traffic signal timing (Comment T9)
    - Hire a District-based, part-time Traffic Safety Coordinator to work in liaison with transportation stakeholders (Comment T12)
    - Coordinating with neighborhoods and the Town of Atherton, Menlo Park, San Mateo County, and the California Highway Patrol on a comprehensive plan to improve circulation and traffic safety on local roads near MAHS (Comments J5, J7, L4, R2, T13)

- The District should implement a Transportation Demand Management Program that includes documentation for monitoring vehicle trip reduction, including annual reports to demonstrate ongoing reduction of vehicle trips while continuing to survey the travel patterns of students and staff within the project area (Comment L4)

Several comments noted and/or agreed with the findings of the Draft Program EIR regarding the significant and unavoidable impact on intersection level of service and roadway volumes (Impact TRA-1), and the less than significant impacts with mitigation on traffic conflicts (Impact TRA-2) and a parking shortage (Impact TRA-3); however, the comments did not suggest specific mitigation for evaluation or consideration. Thus, the District has noted these comments and no further response is warranted at this time.

The District received numerous comments suggesting ways to mitigate the potential for increased enrollment at MAHS to exacerbate existing traffic conditions on Arlington Way, Coleman Avenue, Menlo Oaks Drive, Oak Grove Avenue, Ringwood Avenue, and other local roadways around MAHS that the commenters consider unsafe and/or dangerous.

Three comments suggested the existing Sam Trans bus stop adjacent to MAHS, on the southbound side of Ringwood Avenue, be moved north to a location adjacent to the campus' tennis courts. It is not feasible for the District to relocate existing Sam Trans facilities in the vicinity of because it does not have jurisdiction or authority over these facilities; however, as shown in Section 3.4 of this Final Program EIR, the District has modified Mitigation Measure TRA-1B to include consideration of new or relocated bus stops, including stops on campus, should such service be deemed feasible. The District also notes that Mr. Matthew Zito, Chief Facilities Officer for the SUHSD, has already contacted Eric Harris, Operations Planning Manager for Sam Trans, and requested information regarding the process for establishing dedicated transit service to MAHS and potentially relocating bus stops and providing curb cut-ins to allow buses to load / unload passengers outside of travel lanes.

Eleven comments suggested providing additional crossing guards and/or signage, staggering afternoon schedules, changing student behavioral patterns, altering signal timing, exercising eminent domain for roadway widening, and coordinating with other local agencies as measures to improve existing and future traffic safety in the vicinity of MAHS. As shown in Section 3.4 of this Final Program EIR, the District has added Mitigation Measure TRA-2B to the Program EIR, which requires the District to coordinate with the Town of Atherton, the City of Menlo Park, San Mateo County, police providers, other local schools, and Sam Trans to establish a working group to assess and recommend changes to signage, pedestrian facilities, and other potential roadway improvements such as signal timing changes to improve traffic circulation and reduce vehicle-pedestrian and vehicle-bicyclist conflicts on local roads in the vicinity of MAHS.

The District does not consider staggering end of school-day schedules to be effective for MAHS. As shown in Table 4-5 of the Draft Program EIR, MAHS PM peak hour trips are approximately 50 percent lower than AM peak hour trips, which is likely attributable to MAHS student participation in after school academic and athletic activities. Furthermore, end of day schedules for MAHS and the two Menlo Park City School District facilities located near MAHS, Encinal Elementary School and Laurel Elementary School, are already staggered, with MAHS ending at 3:15 on most days and MPCSD schools ending at 3 PM on most school days. As numerous commenters have noted, potentially dangerous and unsafe conditions exist even with this existing schedule staggering (see MR2), and additional minor schedule staggering is not considered to be an effective traffic safety control. The District also does not consider eminent

domain for roadway widening to be a cost-effective, timely, or proportionate mitigation measure for MAHS-related traffic.

### 4.4.1 Transportation Demand Management Program (Caltrans Comment L3)

Caltrans encourages the District to incorporate a Transportation Demand Management Program into the Program EIR (Comment L3). The District notes that Mitigation Measure TRA-1A requires the District and MAHS staff to prepare and implement a formal, written Travel Demand Management (TDM) Program for MAHS students and staff. The TDM Program shall target a 45 percent mode split for combined student and staff transit users, pedestrians, bicyclists, and carpool, and would be overseen by a central coordinator responsible for monitoring the program's effectiveness. As part of this monitoring, Mitigation Measure TRA-1A requires the TDM Coordinator to survey MAHS students and staff once each year to ascertain the most current transportation mode split at MAHS and the effectiveness of the TDM Program. Thus, a TDM Program is already part of the Program EIR.

## 4.5 MR5 – Response to Comments For On- and Off-Campus Parking

The District received 14 comments related to on- and off-campus parking. In summary, these comments:

- Provided direct observations of existing parking conditions, both on-campus and off-campus in neighborhoods that surround MAHS (Comments J8, M1, Q7, S1)
- Expressed concern that the Draft Program EIR does not contain an adequate evaluation of potential parking impacts (Comments A1, E2, G4, M1, O10, Q7, T1, U1)
- Suggested means to mitigate parking impacts by providing more on- and /or off-campus parking, including bicycle parking (Comments E3, E5, J8, T10, T11)

The District appreciates the commenters' direct observations of existing parking and other traffic conditions near MAHS. The District notes the Draft Program EIR provides similar information plus analysis of existing on- and off-campus parking and related traffic issues on local streets adjacent to the MAHS Campus (including a discussion of observations by District staff and consultants). For example, Section 2.2.2 and 4.1.3 of the Draft Program EIR describe MAHS Campus access and parking. As shown in Section 3.3 and 3.4 of this Final Program EIR, these sections have been revised to clarify the MAHS Campus has a total of 517 parking spaces (the Draft Program EIR stated the campus had 485 parking spaces). Most parking spaces (415) are located in Lot A, which is the main lot adjacent to Middlefield Road. Page 4-10 of the Draft Program EIR describes that the District conducted a survey of MAHS students to inform understanding of existing MAHS student travel modes and patterns, including off-campus parking and pick-up and drop-off patterns; the results of the survey are presented in Table 4-4 of the Draft Program EIR and show that 11 percent of students arriving at MAHS are dropped off along a nearby street or at an off-campus parking lot and a total of four percent of students park off-campus. The Draft Program EIR also describes that parked vehicles and queued vehicles temporarily reduce travel lane capacity, cause bicycles to travel in areas where they do not usually travel, and may cause students to cross roadways in in appropriate locations (page 4-28).

The Draft Program EIR does provide an adequate level of information and analysis related to off-campus parking on local streets adjacent to the MAHS Campus. As described above, Table 4-4 of the Draft Program EIR shows that 11 percent of students arriving at MAHS are dropped off along a nearby street or at an off-campus parking lot and four percent of students park off-

campus. Construction of the proposed FMP projects is not anticipated to disrupt student parking; however, as described on page 4-29 of the Draft Program EIR, under Impact TRA-3, Phase 2 of the FMP is expected to result in the loss of 15 staff parking spaces. In addition, based on the increase in enrollment anticipated to occur at MAHS (i.e., 2,600 students) and the results of the student survey shown in Table 4-4 of the Draft Program EIR, in which four percent of students responded that they parked off-campus, the District estimates that the total parking deficit at MAHS could reach approximately 132 parking spaces by 2020. This estimate presumes the MAHS Campus would have 314 total student parking spaces at MAHS, and that approximately 446 vehicles (carrying 650 students due to carpooling) would require a parking space. Accordingly, the discussion under Impact TRA-3 on page 4-29 of the Draft Program EIR has been clarified to include this information. The District notes that a shortage of parking is not in and of itself a physical change to the environment that requires evaluation under CEQA; however, Impact TRA-3 evaluates the indirect effects that could result from a parking shortage associated with increased student enrollment at MAHS (e.g., air emission and noise from vehicles searching for a parking spot). To reduce the potential for these indirect effects to have significant air quality, water quality, and traffic impacts, the Draft Program EIR requires the District to implement Mitigation Measure TRA-3, which will outline off-campus areas where parking may occur. By identifying such areas ahead of time, potential indirect effects associated with longer vehicle travel times and distances would be minimized to a less than significant level. Additional mitigation is not necessary.

One commenter suggested the District rent the church parking lot adjacent to the MAHS Campus, across Middlefield Road. The parking lot referred to by the commenter is typically associated with the Christian Science Church but is in fact owned by SRI, Inc. The District notes that until 2008, this lot was left open and unattended and was therefore used by MAHS parents and students for parking and pick-up and drop-off purposes. In 2008, SRI began to actively restrict and prohibit use of this lot by placing locked chains across entrances to the parking lot. As part of the Final EIR process, the District contacted SRI to check if this parking lot could be opened for use by MAHS parents and students. On June 23, 2015, Kerri Carder-McCoy of SRI Conference Services provided the following response: "We appreciate your need and reviewed your request but unfortunately we cannot provide access to the SRI Conference Center parking lot. SRI must retain a high level of flexibility for its business use. We often use our parking lot for Conference Center events which can change on a daily basis as well as facilitating access for the Christian Science Church. Again we appreciate your need but must decline your request." (Carder-McCoy 2015). Thus, this lot is not available for use by MAHS.

Several comments suggested the District enforce provide preferential carpool parking and provide all bicycle cages along Ringwood Avenue. The District notes Mitigation Measure TRA-1A does require MAHS to evaluate preferential and/or reduced cost parking for carpools, and that bicycle parking that is being displaced by the Phase 2 laboratory classroom building is being relocated to adjacent to Ringwood Avenue (see page 20 in Appendix A of the Draft Program EIR).

Several comments request the District provide adequate on-site parking and/or suggested strategies for increasing on-campus parking, including a two-story garage, an underground parking structure, and additional single level parking on-campus. As described above, a shortage of parking is not in and of itself a physical change to the environment that requires evaluation under CEQA; however, Impact TRA-3 evaluates the indirect effects that could result from a parking shortage associated with increased student enrollment at MAHS (e.g., air emission and noise from vehicles searching for a parking spot). To reduce the potential for these indirect

effects to have significant air quality, water quality, and traffic impacts, the Draft Program EIR requires the District to implement Mitigation Measure TRA-3, which will outline off-campus areas where parking may occur. By identifying such areas ahead of time, potential indirect effects associated with longer vehicle travel times and distances would be minimized to a less than significant level. Additional mitigation is not necessary.

Furthermore, the suggested strategies are considered infeasible for several reasons. Constructing a two-story parking garage or an underground parking structure would temporarily displace a large number of existing parking spaces and require redesign and replacement of existing storm water infrastructure; groundwater may also be encountered at depths of approximately 20 feet below ground surface at MAHS (Draft Program EIR page 10-2). These challenges would also increase the costs necessary to provide such parking facilities. In addition, there is no space remaining on campus to construct another large parking lot; replacing existing athletic fields and facilities is not considered a viable option because students would be forced to use athletic facilities at other venues, which would lead to greater indirect impacts than the proposed FMP (due to the additional vehicle trips necessary to drive to the off-campus athletic fields).

## 4.6 MR6 – RESPONSE TO COMMENTS ON STUDENT DROP-OFF AND PICK-UP

The District received eight comments related to student drop-off and pick-up. In summary, these comments suggested:

- The District should provide safe, on-campus drop-off and pick-up to mitigate congestion, illegal parking, and unsafe student loading and unloading on Oak Grove Avenue, Ringwood Avenue, Arlington Way, and Menlo Oaks Drive (Comments D2, G4, W2, T9, T10, T12)
- The District should pave the fire lane located on the northeast side of the MAHS Campus and provide a safe student pick-up and drop-off area on campus that provides for one-way egress onto Ringwood Avenue (Comment E4)
- The District should add a second pick-up and drop-off lane and /or location to the campus (Comments G6, J3, T9)

The Draft Program EIR describes the existing vehicle access, student loading and unloading, and parking conditions at MAHS on pages 2-7 and 2-8 and shows the campus' existing circulation pattern and student drop off and pick up areas in Figures 2-3 and 2-4. Thus, on-campus drop off and pick up is already provided at MAHS. The FMP and the Draft Program EIR do not identify the need to redesign campus access, on-campus traffic flows, or campus ingress/egress. Restricting all egress to Ringwood Avenue is not considered necessary or desirable, as it would concentrate all campus traffic onto this roadway. The District notes the Draft Program EIR finds the potential for implementation of the MAHS FMP to increase vehicle-related conflicts with pedestrians and bicyclists is a significant impact (see Impact TRA-2) and requires MAHS to reduce off-campus student loading and unloading by promoting proper pick up and drop off procedures and dissuading off-campus loading and unloading. In addition, The Draft Program EIR also requires MAHS to reduce total school-related vehicle trips by preparing a travel demand management program for MAHS students and staff (Mitigation Measure TRA-1) and evaluating the feasibility of Sam Trans and private shuttle services (Mitigation Measures TRA-2 and TRA-3). Finally, the District has added Mitigation Measure TRA-2D to the EIR, which requires the District to coordinate with appropriate transportation stakeholder to assess and

recommend measures that can be taken to improve circulation near MAHS. Additional mitigation measures related to on and off-campus student loading and unloading are not required.

## 4.7 MR7 – RESPONSE TO COMMENTS ON AESTHETICS / LIGHTING

The District received 13 comments related to the Draft Program EIR's evaluation of aesthetics and lighting. In summary, these comments addressed:

- Draft Program EIR Impact AES-1, including opposition to two-story buildings, the adequacy of the evaluation of aesthetic impacts as it relates to privacy, and concern / disagreement with the EIR's finding that Impact AES-1 would be less than significant with mitigation (Comments I1, N2, N3, N6, P4, P5, Q16, Q17, Q18)
- Draft Program EIR Impact AES-2, including opposition to practice lights and concern / disagreement with the EIR's findings that Impact AES-2 would be less than significant with mitigation (Comments N4, N5, Q8, Q15)

### 4.7.1 EIR Impact AES-1 – Changes to Existing Visual Character and Quality

Impact AES-1 identifies that implementation of the MAHS FMP would change the existing visual character and quality of the MAHS Campus and its surroundings. The EIR considers this effect to be potentially significant due to the subjective nature of aesthetic impacts, the visibility of the four, large, two-story structures proposed as part of the MAHS FMP, and that these two-story structures would be built in areas were primarily single-story structures currently exist. Page 5-25 of the Draft Program EIR acknowledges, "In particular, the future two-story classroom building and Academic Center / Administration Building would be built in a part of the campus where no two-story structures currently exist, which front Middlefield Road, and which would be in close proximity to several residences in the Oak Grove Avenue neighborhood." As described in Section 2.2 and shown in Section 3.5 of this Final Program EIR, the District has provided additional information and photographs that clarifies and amplifies the evaluation of visual changes under Impact AES-1, including the extent to which new classroom buildings would be visible to receptors on Oak Grove Avenue and the potential environmental effects that could result from two-story buildings (e.g., loss of privacy, blocking views of the sky). This information does not change the Draft Program EIR's finding that Impact AES-1 is a potentially significant impact. The District notes it did consider privacy in its evaluation of potential changes to existing visual character and quality, as evidenced by Mitigation Measure AES-1, which requires the District to maximize privacy of adjoining land uses (page 5-26 of the EIR).

The Draft Program EIR includes four mitigation measures to reduce Impact AES-1 to a less than significant level:

- Mitigation Measure AES-1A requires the District to incorporate building design features such as the use of articulation, setbacks, and materials that minimize bulk and massing and maximize, to the greatest extent feasible, privacy along adjoining land uses through balcony, walkway, and window orientation, coverings, and materials.
- Mitigation Measure AES-1B requires the District to design buildings fronting Middlefield in a diagonal orientation that matches the existing building layouts.
- Mitigation Measure AES-1C requires the District to maximize the setback between FMP buildings and the nearest residential property line. The measure requires the setback to be

no less than the shortest distance between existing buildings and the nearest residential property line.

- Mitigation Measure AES-1D requires the District to avoid removing the two existing oak trees located between the existing E Building and the property line shared with Oak Grove Avenue residents.
- Mitigation Measure AES-1E requires the District to work with neighboring property owners on Oak Grove Avenue to increase screening between the residential properties and future classroom building.

The Draft Program EIR finds that, with implementation of these measures, FMP projects would be compatible with existing campus development, oriented and positioned to reduce massing against residential receptors, and screened to the maximum extent feasible. As shown in Section 3.5 of this Final Program EIR, the District has amplified this conclusion to also indicate that low numbers of residents within the adjacent neighborhoods that would be impacted by FMP projects, in particular the future two-story classroom building, is also a factor in concluding that the potential visual changes that would result from implementation of the MAHS FMP are less than significant with mitigation.

Several commenters suggested Mitigation Measures AES-1A to AES-1E are inadequate and suggested changes or additions to EIR mitigation measures, including:

- *No two-story buildings should be constructed within 1,000 feet of a neighbor.* The District notes there are already two story buildings on and around the MAHS Campus that are part of the existing visual character and that prohibiting two-story buildings within 1,000 feet is unwarranted and infeasible given the MAHS Campus is built-out and unable to support increased enrollment and maintain academic and athletic programs without additional facilities.
- *All new or replacement buildings should not be any closer than existing building locations and building height*. The District notes Mitigation Measure AES-1C requires the District to maximize building setbacks. As shown in Section 3.5 of this Final Program EIR, the District has revised this measure to require the District to locate the future classroom building as far from the Oak Grove Avenue property line as feasible.
- *The future classroom building should be moved to a different part of campus.* The District notes moving the future classroom building to a different part of campus was evaluated as an alternative but rejected due to infeasibility (see Section 3.8 of this Final Program EIR).
- *The District should not remove the two existing oak trees between the D/E Building and the H Buildings.* The District notes that Mitigation Measure AES-1D requires the District to avoid removal of these existing oak trees or replace them if removal cannot be avoided. The District notes Mitigation Measure AES-1D has been clarified to explain under what conditions these trees may be removed.

One comment expressed concern that the wording of Mitigation Measure AES-1C enables the District to exempt all buildings from the mitigation's setback requirements. The District disagrees with this comment and notes that Mitigation Measure AES-1C has been revised to more clearly articulate setback mitigation.

Finally, comments expressed concern that there is no visual screening or tree replacement that can replace the screening value provided by these existing trees. The District notes Mitigation Measure AES-1D acknowledges the mature nature of these trees and the screening value they provide; however, Mitigation Measures AES-1A through AES-1E are meant to work in concert and provide a combination of one or more design and screening measures. Thus, a new replacement tree, though shorter than the existing tree, could provide screening value if it were be placed in area where the future classroom building is articulated, single-level, or setback from the property line as required by the EIR's mitigation measures.

### 4.7.2 EIR Impact AES-2 (New Sources of Light and Glare)

One commenter expressed concern that the EIR does not provide a nexus between the growth in student enrollment and the installation of practice lights on the soccer and tennis fields. The District directs the commenter to Section 2.4.2 of the Draft Program EIR, which explains that MAHS supports a robust student athletic program in which approximately 50 percent of the MAHS students participate in one or more athletic programs throughout the school year. As enrollment at MAHS increases, the demand for athletic programs and facilities is expected to increase, leading to increased participation and the need to provide sufficient practice time for each of the school's athletic teams.

The District notes the Draft Program EIR provides information on existing nighttime light sources and lighting levels at the MAHS Campus (page 5-3 and 5-4), and identifies that existing lighting levels along the property line between the MAHS Campus and the Oak Grove Avenue residences is generally less than the light cast by a full moon (page 5-4).

Impact AES-2 identifies that implementation of the MAHS FMP would result in new sources of light and glare which could affect day or nighttime view in the area, including security lighting and practice lights.

Mitigation Measure AES-2A requires the District, as feasible, to reduce light and glare from security lighting by using low wattage bulbs, mounting lights as low as possible, positioning lights so they are oriented away from sensitive receptors, and installing glare guards to prevent glare and light spillage. The District notes it has added a provision to Mitigation Measure AES-2A to require security lighting be turned off and/or reduced at 10 PM and that lights be mounted to the existing fence line, as opposed to classroom buildings, to further reduce light spillage. The District finds these measures, given the amount of existing vegetation present along the MAHS Campus / Oak Grove Avenue property line, would reduce light and glare from security lighting to a less than significant level.

Mitigation Measures AES-2B and AES-2C require the District to minimize light spillage and glare from potential practice lights and verify the lighting level provided by the proposed lighting system. Several commenters suggested Mitigation Measures AES-2B to AES-2C are inadequate and suggested changes or additions to EIR mitigation measures, including:

- *The lights should be mounted as low as possible.* The District notes Mitigation Measure AES-2B requires the light system to include vertical aiming adjustment features to minimize light spillage and glare; however, as shown in Section 3.5 of this Final Program EIR, the District has added a requirement to mount the lights as low as feasible, while still providing appropriate field illumination, to Mitigation Measure AES-2B.
- *Practice lights should be off by 8:30 PM.* The District notes Mitigation Measure AES-2B requires the District to prohibit the use of practice lights after 9:30 PM. The District

chose this time because it would provide sufficient practice and game time for all MAHS athletic programs that use the fields; however, the District has revised Mitigation Measure AES-2B to prohibit the scheduling of nighttime athletic games on these fields (games that start during the daytime (prior to 6 PM) would be allowed to use the lights) and prohibit the use of practice lights after 9:00 PM, with exceptions for certain athletic activities related to playoff and championship practices, which may use the lights until 9:30 PM.

- *Practice lights should be used only for MAHS students, not outside groups.* Comment noted. The District has revised Mitigation Measure AES-2B to limit use of the practice lights for only youth groups from San Mateo County, and prohibit use of the practice lights by adult sports groups.

## 4.8 MR8 – RESPONSE TO COMMENTS ON TREE REMOVAL

The District received five comments related to the Draft Program EIR's description, analysis, and mitigation of potential tree removal. In summary, these comments:

- Provided observations on past tree removal and replacement at MAHS, including changes in shade and visual screening that have occurred from these activities (Comments N6, P6)
- Expressed concern regarding Draft Program EIR Impact BIO-1, including the adequacy of the evaluation of aesthetic impacts as it relates to privacy and concern / disagreement with the EIR's finding that Impact BIO-1 would be less than significant with mitigation (Comments P6, P10, P11, Q5)

The District appreciates the commenters' observations on trees and tree removal at MAHS and notes that the Draft Program EIR generally identifies the biological and aesthetic value trees provide to the MAHS Campus in Chapters 5 and 7 of the Draft Program EIR.

The Draft Program EIR does provide an adequate analysis of tree removal. Section 7.1.1 of the Draft Program EIR provides a summary of a 2011 tree survey conducted at MAHS and potential tree removal is described under Impact BIO-1 and shown in Figure 7-1 of the Draft Program EIR; loss of large trees that meet the definition of a "heritage tree" as defined by the Atherton Municipal Code is additionally considered in Impact BIO-2. The Draft Program EIR identifies these impacts as potentially significant and requires the District to avoid and minimize tree removal (Mitigation Measure BIO-1A) and replace all trees with a DBH of 4.0 inches or greater (Mitigation Measure BIO-1B). These measures would, over time, replace lost habitat and screening value, and render Impact BIO-1 and BIO-2 less than significant impacts. Therefore, additional mitigation measures are not necessary.

## 4.9 MR9 – MASTER RESPONSES TO COMMENTS ON CONSTRUCTION NOISE

The District received four comments related to the Draft Program EIR's description, analysis, and mitigation of potential noise impacts. In summary, these comments:

- Provided direct observations on past construction activities at MAHS, including construction activities and construction start times (Comments N7, P7)
- Expressed / disagreement with the EIR's finding that Impact NOI-1 is less than significant with mitigation and suggested changes to Draft Program EIR Mitigation Measure NOI-1 (Comments B1, N7, P7, Q10)

The District has noted the commenter's description of their experience with MAHS construction activities.

Impact NOI-1 identifies that implementation of the MAHS FMP would generate temporary, construction-related noise and vibration. The EIR identifies the typical construction equipment noise levels (Table 11-4) and potential noise levels at sensitive receptor locations (page 11-10). The EIR considers construction activities to be temporary because work would occur intermittently at various part of the campus and would cease once construction activities stop; capital repair projects are not anticipated to require substantial heavy equipment and would therefore not result in the same level of temporary construction noise as a classroom building project (page 11-9 and 11-10). The Draft Program EIR describes that construction noise levels are "typically" exempt from the noise standards contained in the Atherton municipal code, but finds that worst-case hourly construction noise levels could be as much as approximately 15 to 30 decibels higher than ambient conditions at certain sensitive receptor locations for five days a week for a period of 12 months or more (page 11-11). The Draft Program EIR also states that the District anticipates construction activities would occur on Saturdays. For these reasons, the Draft Program EIR finds construction noise to be a potentially significant impact. The District has revised page 11-11 of the Draft Program EIR to more clearly articulate that construction activities would occur outside the time periods identified in the Atherton municipal code and why this is necessary. This revision does not change the findings of the Draft Program EIR that construction noise is a potentially significant impact.

The Draft Program EIR includes one mitigation measure to reduce Impact AES-1 to a less than significant level. Mitigation Measure NOI-1 requires the District to reduce potential construction noise levels by reducing equipment noise, orienting equipment and phasing activities away from sensitive receptors, using sound barriers and enclosures, and other measures that are estimated to reduce noise at sensitive receptor locations by 10 to 25 dB during construction periods (i.e., 7 AM to 6 PM Monday to Saturday). The District has determined that, with Mitigation Measure NOI-1, implementation of the MAHS FMP would not result in significant construction noise impacts. As such, additional mitigation measures are not necessary.

Several commenters noted Mitigation Measure NOI-1 is not adequate and suggested changes or additions, including:

- *A sound barrier shorter than existing landscaping will not reduce construction noise levels to less than significance.* The District notes the sound barrier would absorb and block noise from construction equipment and is intended to be used in conjunction with other equipment design, orientation, sound reduction, and construction planning measures to maximize effectiveness and reduce construction noise levels to less than significance. The District notes it has clarified Mitigation Measure NOI-1 to provide a higher minimum STC rating (of 35, up from 25).and a minimum noise reduction coefficient rating (0.85) for temporary sound barriers. This revision will further the increase the effectiveness of Mitigation Measure NOI-1.
- *Construction work hours should respect the Atherton building code.* Mitigation Measure NOI-1 does permits construction activities to occur outside of the time limits set by the Atherton municipal code. As described on page 11-8 of the Draft Program EIR, Section 11.3.1, the Town of Atherton's municipal code exempts construction activities from the Town's noise limits, provided construction and deliveries are limited to 8 AM to 5 PM, Monday thru Friday; however, Mitigation Measure NOI-1 would limit construction activities (including most deliveries) to the hours of 7 AM to 6 PM, Monday through

> Saturday. This is due to the fact that the District plans to undertake construction activities during time periods when the least amount of students are on campus, such as summer, when school is not in session (see Draft Program EIR page 11-11). As described above, the District has determined that, with Mitigation Measure NOI-1, implementation of the MAHS FMP would not result in significant construction noise impacts. Additional mitigation in the form of restricted work hours is therefore not necessary. Furthermore, The District does not consider it feasible to limit construction activities to 8 AM to 5 PM Monday through Friday because it would result in more construction activities during school time periods and extend construction schedules, which may delay the completion of projects and require the District to provide extended academic instruction in portable classrooms.

The District also notes that, in accordance with Mitigation Measure NOI-1, the District would provide sensitive noise receptors within 300 feet of planned demolition and building construction activities with written notice prior to the start of these construction activities that describes the approximate construction schedule for the planned activities and a contact name and phone number for the construction contractor and District staff person responsible for handling construction-related noise complaints.

## 4.10 MR10 – RESPONSE TO COMMENTS ON CAMPUS NOISE

The District received five comments related to the Draft Program EIR's description, analysis, and mitigation of potential campus noise impacts, including public address (PA) system noise. In summary, these comments:

- Provided direct observations on existing MAHS Campus noise sources, including the existing public address system and Parks' Field PA system (Comments N8, Q11, Q12)
- Expressed concern / disagreement with the EIR's finding that Impact NOI-2 is less than significant with mitigation and suggested changes to Draft Program EIR Mitigation Measure NOI-2 (Comments N8, Q11, Q12, Q13, Q14)

The District has noted the commenters' observations and descriptions of their experience with existing MAHS Campus noise. The District notes the Draft Program EIR states that the District is not proposing to modify or alter the usage policy that the Parks Field lights and PA system are subject to (page 2-7).

The Draft Program EIR does provide an adequate analysis of potential impacts from MAHS Campus noise. Chapter 7 of the EIR provided background information on noise, including its effects on human beings, existing ambient noise levels at the MAHS Campus, and noise sensitive receptor locations. Impact NOI-2 identifies that increased enrollment and two-story classroom buildings would contain mechanical and other equipment that could increase ambient noise levels. The Draft Program EIR explains that existing noise levels at the MAHS / Oak Grove Avenue property lines range from just below to just above noise levels considered normally acceptable for schools and single family residential land uses (55 dBA Ldn) (page 11-12). The Draft Program EIR identifies that increase enrollment and HVAC equipment is unlikely to increase overall hourly Leq or Ldn levels due to the dispersed nature of the students on campus and noise levels associated with HVAC equipment (page 11-12 to 11-13). The Draft Program EIR also identifies that the extension of practices into the evening would not involve use of a PA or other amplified noise system and would therefore not substantially change campus noise levels. Finally, the Draft Program EIR states that "Morning announcements and other amplified

communication over the school's PA system registered the loudest sound levels ranging from approximately 75 dBA to 94 dBA depending on location and other compounding noise sources" (page 11-6), and identifies that the use of new PA system equipment could result in a substantial increase in ambient noise levels.

The Draft Program EIR includes one mitigation measure to reduce Impact NOI-2 to a less than significant level. Mitigation Measure NOI-2 requires the District to limit the amount of exterior, amplified PA equipment as much as feasible, orient speaker away from sensitive noise receptors, and limit speaker noise levels to the minimum level necessary to provide adequate school notification. The District has determined that, with Mitigation Measure NOI-2, implementation of the MAHS FMP would not result in significant construction noise impacts. As such, additional mitigation measures are not necessary; however, as shown in Section 3.7 of this Final Program EIR, the District has added provisions to Mitigation Measure NOI-2 requiring MAHS to limit the thrice weekly announcements to no more than six minutes, limit other non-essential announcements to the maximum extent feasible; ensure all new classrooms are equipped with technology to permit TV or other interior public announcements, and set a goal to transition from exterior to interior TV or other PA system within two years. These measures will further enhance the effectiveness of Mitigation Measure NOI-2.

## 4.11 MR11 – RESPONSE TO COMMENTS ON CUMULATIVE IMPACTS

The District received three comments on the Draft Program EIR's cumulative traffic impact analysis. In summary, these comments were submitted by the Town of Atherton and Caltrans, and addressed:

- Mitigation Measures for cumulative traffic impacts (Comments L1, L2)
- Scope of the cumulative traffic impact analysis (Comment O7)

Caltrans commented that the Draft Program EIR's cumulative traffic impact analysis shows inadequate storage capacity along Willow Road that could be mitigated with fair share funding and traffic congestion along El Camino Real (State Route 82) that could be mitigated by restriping El Camino Real to provide a third through lane in both directions (Comments L1 and L2). Caltrans also commented District should ensure traffic signals comply with signal warrants and are approved by Caltrans (Comment L2).

The Draft Program EIR evaluated 11 intersections along both Willow Road and El Camino Real (see Table 4-1) and identifies both Willow Road and El Camino Real as a Route of Regional Significance (see Table 4-3). The Draft Program EIR found that increased vehicle traffic from MAHS would not result in significant impacts to El Camino Real under existing plus project or near-term plus project conditions; however, under cumulative plus project conditions, increased enrollment at MAHS would significantly contribute to unacceptable level of service at three intersections along El Camino Real (El Camino Real / Fair Oaks Lane, El Camino Real / Valparaiso-Glenwood Avenue, and El Camino Real / Ravenswood Avenue). The Draft Program EIR found that implementation of the MAHS FMP would add significant traffic volumes to Willow Road under existing plus project and near-term plus project conditions (see Tables 4-12 and 4-13). In addition, under cumulative plus project conditions, increased enrollment at MAHS would significantly contribute to unacceptable level of service at three intersections on Willow Road (Willow Road / Bay Road, Willow Road / Durham Street, and Willow Road / Middlefield Road, see Table 13-2), as well as significant traffic volumes on Willow Road between Bay Road

and Middlefield Road (see Table 13-3), and between Bayfront Expressway and Highway 101 (a Route of Regional Significance, see Table 13-4).

As described on page 4-25 and 4-26 of the Draft Program EIR, the TIA considers roadway infrastructure improvements that do not require roadway widening, such as restriping, to be potentially feasible and recommends the District work with the appropriate jurisdictional agency to implement improvements and contribute a fair share of the cost of the improvement; however, the District, as CEQA Lead Agency, has determined that contributing a fair share of the cost for roadway improvements such as traffic signals is inappropriate and infeasible for several reasons. First, there is one day per week (Wednesday) where the entire student body starts class at 9:25 AM, which is outside the AM peak-hour time period. Second, MAHS students arrive from approximately 20 feeder schools throughout the MAHS attendance boundary. Thus, to some extent (although unquantified by the EIR), the vehicle trips that would occur with increased enrollment at MAHS are existing trips that are being shifted from one school to another. Third, the District does not have primary authority to guarantee the timely or successful implementation, effectiveness, and monitoring of roadway infrastructure improvements funded through a cost-sharing program. For these reasons, funding roadway improvements, even on a cost-sharing basis, is not considered to be in proportion to the impact identified in the Draft Program EIR, nor effective at reducing the impact to a less than significant level. Rather, as described in Mitigation Measure TRA-1, the Draft Program EIR requires the District and MAHS to prepare and implement a Travel Demand Management Program for MAHS students and staff that sets as its goal a 45 percent mode split for student and staff transit use, walking, bicycling, and carpooling. The District considers the direct control and reduction of vehicle trips to be a more effective and feasible mitigation measure than traffic signals or other roadway improvements.

The District also notes that the City of Menlo Park is currently evaluating options for El Camino Real improvements which may include three through lanes in each direction through the City, as suggested in the comment (W-Trans 2015); however, this study is not yet complete and an alternative has not yet been adopted for further consideration. Therefore, contributing to a fair share improvement is not feasible at this time.

Catrans' comments that the Draft Program EIR TIA proposes new traffic signals within the state right-of-way, notes that new traffic signals must comply with signal warrants and be approved by Caltrans, and requests the TIA's SYNCRHO analysis be submitted to Caltrans. The District notes that the peak hour signal warrants are included in Appendix G to the Draft Program EIR TIA, and that Vistro software was used for the analysis. The Vistro software provides similar level of service delay and queue output to SYNCHRO software (W-Trans 2015). The Vistro analysis output was provided as Appendix D to the Draft Program EIR TIA.

The Town of Atherton commented that a number of pending or proposed projects in Menlo Park and Redwood City should be considered in the future scenarios analysis (Comment O7). The list of pending and approved projects that were incorporated into the TIA's near-term and cumulative impact analyses are presented in Table 13 and Table 20 of the TIA, respectively, which was included as Appendix C to the Draft Program EIR. This list of projects was provided by staff from the City of Menlo Park, and it was confirmed with the Town of Atherton that there are no approved projects within the Town of Atherton in the vicinity of the project site. The specific projects recommended for inclusion by the Town of Atherton are located in the City of Menlo Park and Redwood City; neither Menlo Park or Redwood City have commented on the Draft Program EIR. Although the specific projects recommended for inclusion by the Town were

not part of the near-term and cumulative impact analyses contained in the TIA (excepting the Facebook campus project, which was part of the analysis), a growth rate of one percent per year was applied to the cumulative analysis, which would account for any projects not specifically listed in the TIA.

## 4.12 MR12 – RESPONSE TO COMMENTS ON CEQA ALTERNATIVES

The District received six comments on the Draft Program EIR's description and analysis of alternatives to the MAHS FMP. In summary, these comments:

- Expressed concern / disagreement regarding the description of the No Project Alternative and its potential traffic effects (Comment Q22)
- Requested and/or suggested the District consideration specific alternatives, including closing the MAHS Campus' main entrance / exit onto Oak Grove Avenue, building a new campus at another site, reducing building heights, and moving two-story buildings to the center of campus, and reducing the scope of the project to avoid two-story classroom buildings (Comments A2, N10, O10, P8, P12, Q22)

The Draft Program EIR explains that under the No Project Alternative, the population growth within the SUHSD boundary that is driving the increase in enrollment at MAHS, other District high schools, and the approximately 20 elementary and middle schools that feed into MAHS would continue to occur (page 14-5). The demographer's report identifies that the MAHS had the largest amount of transition kindergarten through 8$^{th}$ grade students within its attendance area as of October 2013 (Enrollment Project Consultants 2013). The report states "more families are opting for [SUHSD] high schools over private alternatives for their children . . . . this upward trend indicates improving perceptions of Menlo-Atherton . . . if rates entering ninth continue to rise as a result, and /or the cumulative rates in the same homes rebound to the previous levels, then the projected totals for Menlo-Atherton could be too low (Enrollment Projection Consultants 2013). Although the MAHS attendance boundary has changed since preparation of the last demographer's report, the overall trend of increasing enrollment in the District continues, and the Draft Program EIR identifies that enrollment at MAHS has increased each year since the 2011-2012 school year (page 2-4). Thus, it is reasonable to assume that MAHS enrollment would increase as forecast under the No Project Alternative, and that traffic generated by MAHS with or without the MAHS FMP would be similar because the District is obligated to provide public education to high school students within its boundaries. As shown in Section 3.8 of this Final Program EIR, the District has clarified and provided additional information regarding the No Project Alternative and other alternatives analyzed in the EIR.

Two commenters suggest the District build a new high school campus. The District directs the commenters to section 14.2.1 of the Draft Program EIR, which considers but rejects this alternative because it would not avoid or substantially lessen the significant impacts associated with implementation of the MAHS FMP.

Several comments suggested the Draft Program EIR consider a specific alternative that closes the MAHS Campus exit onto Oak Grove Avenue. This comment has been noted. The District notes that per CEQA Guidelines section 15126.6, an EIR is required to discuss a range of reasonable alternatives which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The District considered this alternative and, as shown in Section 3.8 of this Final Program EIR, found it would not obtain any of the District's objectives for the MAHS FMP, nor avoid or substantially

lessen the potentially significant traffic impacts identified in Impact TRA-2. Thus, this alternative was rejected from further consideration. Similarly, several commenters suggested the District restrict the height of two story buildings, move proposed two-story buildings to the center of campus, or avoid them entirely. The District considered these alternatives and, as shown in Section 3.8 of this Final Program EIR, rejected them from further consideration for reasons of feasibility, inability to attain project objectives, and inability to avoid or substantially lessen the significant impacts identified in the Draft Program EIR.

## 4.13 MR13 – RESPONSE TO COMMENTS ON PUBLIC NOTICING

The District received seven comments related to public outreach and community involvement. In summary, these comments expressed:

- Desire to receive special notification regarding the project (Comment G1)
- Concern regarding lack of notification regarding the project (Comments H1, Q24, T2)
- Concern that representatives of San Mateo County were not involved in the EIR process (Comments S3, T3, X2)

One commenter stated they should have received special notification about the MAHS FMP and MAHS FMP EIR. This comment has been noted. The District direct mailed the Notice of Preparation (NOP) of the Draft Program EIR to 108 residents near the MAHS Campus (within approximately 500 feet) and the Notice of Availability (NOA) to 195 residents near the MAHS Campus (within approximately 700 feet of the campus' north, east, and west perimeter and 500 feet of the campus' southern perimeter). The commenter's address, 100 Arlington Way is not associated with any parcel in the public records used to generate these mailing lists; however, as described on Draft Program EIR page 1-4 and Section 1.1 of the Final Program EIR, the NOP and NOA were made available to the public via other means, including newspaper publication (NOP) and posting on- and off-site (NOA). The District has added 100 Arlington Way to its mailing list for CEQA notifications regarding the MAHS FMP EIR.

Another commenter indicated they had not received any public noticed regarding the FMP or the District's CEQA review of the FMP and stated this lack of notification has disadvantaged the commenter from responding in complete detail. Both the District's and the District's EIR consultant's records indicate a Notice of Preparation (NOP) and a Notice of Availability (NOA) of an EIR was mailed to the commenter's address on February 2, 2015 and May 5, 2015, respectively. The District notes the NOP and the NOP distribution list are included as Appendix B to the Draft Program Environmental Impact Report (EIR) and that the NOA for the Draft Program EIR and NOA distribution list are included as Appendix H to this Final Program EIR. In addition, the NOP was published in the February 4, 2015 edition of The Almanac, and the NOA was posted at the MAHS Campus and the SUHSD's main offices in Redwood City on May 6, 2015 (as well as the San Mateo County Clerk's office). Both notices are also posted on the District's website at http://seq.org/?id=107. The District also followed up with hand delivery of these notices to the commenter on June 8, 2015. The District acknowledges the commenter's request for written provision of public notices issued in connection with the MAHS FMP and MAHS FMP EIR and will continue to send future public notices issued in connection with the MAHS FMP and MAHS FMP EIR to the commenter at the address provided.

Finally, several comments expressed concern that representatives of San Mateo County were not involved in the EIR process. The District distributed both the NOP and NOA to the San Mateo County Planning Department, as shown in Appendix A to the Draft Program EIR and Appendix

H to the Final Program EIR. The County's Public Works Department and County Supervisor Don Horsely (Third District Supervisor) have subsequently provided comments on the Draft Program EIR (see Table 4-2 and Table 4-2 and Appendix I). In addition, as shown in Section 3.4 of this Final Program EIR, the District has added Mitigation Measure TRA-2D to the EIR, which requires MAHS to coordinate with appropriate transportation stakeholder such as San Mateo County to assess traffic conditions near MAHS and recommend measures to improve traffic circulation and safety.

## 4.14 MR14 –RESPONSE TO COMMENTS ON COMMUNITY INVOLVEMENT

The District received five comments related to community involvement. In summary, these comments:

- Requested District coordination with disparate interests and agencies and community collaboration (Comments G8, G9)
- Expressed concern over a lack of transparency by MAHS and the SUHSD regarding FMP development and specific FMP improvement projects (Comments K1, N1, P2)

As shown in Section 3.4 of this Final Program EIR, the District has added Mitigation Measure TRA-2D to the EIR to develop a working group that brings together the many agencies and other stakeholders that desire to work together to improve student safety and the existing quality of the MAHS Campus and surrounding neighborhoods.

The District notes that the planning process for the MAHS FMP is summarized in Section 2.3 of the Draft Program EIR, as well as page 4 of Appendix A to the Draft Program EIR, and that additional information on the FMP planning process is provided in Section 3.8 of this Final Program EIR under the discussion of revisions to the Draft Program EIR's alternatives analysis. CEQA Guidelines acknowledge that choosing the precise time for CEQA compliance involves a balancing of competing factors, and that EIRs and should be prepared as early as feasible in the planning process to enable environmental considerations to influence project program and design and yet late enough to provide meaningful information for environmental assessment (CEQA Guidelines Section 15004). The District's CEQA process has provided opportunities for agencies and the public to provide meaningful comments on the Draft Program EIR and the MAHS FMP.

## 4.15 MR15 – RESPONSE TO COMMENTS ON EIR SCOPE

The District received three comments related to the scope of the EIR and the District's CEQA review. In summary, these comments:

- Expressed concern that expansion of the F-Wing was omitted from the EIR and disagreement with the inclusion of the future classroom building in the EIR, as well as a general concern over the EIR's impacts (Comments P1, Q1, W1)

The F-Wing expansion is an independent project that the District approved under a separate CEQA review in September 2014 (SCH# 2014098318). Construction of this project is expected to be complete by the end of July 2015. Accordingly, this project did not require evaluation in the Draft Program EIR.

CEQA requires the District to consider the whole of the action. Although funding is not yet available for the future classroom building, this improvement project addresses additional teaching station needs in accordance with the projected increase in MAHS enrollment that is

forecast to occur. Thus, it is appropriate for the District to include the future phases of the FMP in its MAHS FMP Program EIR.

## 4.16 RESPONSES TO INDIVIDUAL COMMENTS

**Comment F1 – Fire Services:** The Menlo Park Fire Protection District expresses agreement that the implementation of the MAHS FMP will not result in adverse physical impacts from new or altered public services facilities, nor result in a new or altered land use that requires new fire services of facilities.

***Response to Comment F1:*** Comment noted. The District thanks the Menlo Park Fire Protection District for its service and concurrence with findings of the Draft Program EIR.

**Comment L5 – Encroachment Permit:** Caltrans comments that an encroachment permit for work within the state right-of-way (ROW).

***Response to Comment L5:*** Comment noted. The District does not anticipate performing any work within a state ROW, but has added this permit to Table 2-5 of the EIR should this change.

**Comment O8:** The Town of Atherton requests information on the amount of vehicle miles travelled that the proposed development is anticipated to generate.

***Response to Comment O8:*** The project's potential operational air quality impacts are described in Section 6.3.2 of the Draft Program EIR. Emissions were calculated using the California Emissions Estimator Model (CalEEMod) and assumed the project would result in 1,654,666 annual vehicle miles travelled (see Appendix D to the Draft Program EIR).

**Comment P9:** The commenter states the EIR summary does not identify placement of buildings in close proximity to residential neighbors as an area of controversy.

***Response to Comment P9:*** Comment noted. CEQA Guidelines Section 15123 specifies an EIR Summary identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. As stated in the Draft Program EIR, the bulleted list of issues identified are the issues that were most prominent during the EIR scoping process and incorporated into the EIR analysis. The District notes Impact AES-1 does evaluate the proximity of buildings to adjacent residential receptors, and the EIR requires mitigation measures to reduce the effects of such projects to less than significance. The District has clarified and amplified Mitigation Measure AES-1C as a result of public comments on the Draft Program EIR (see Section 3.5 of this Final Program EIR).

**Comment Q9:** The commenter states the EIR fails to properly assess and describe the full extent of the project's significant impacts bearing upon the nearest residential neighbors, that mitigation measures are inadequate, unclear, and unenforceable, and that property owners will bear the cost of lost property values arising from negative impacts.

***Response to Comment Q9:*** Comment noted. The commenter does not provide any specific examples or suggestions for the District to respond to.

**Comment Q23:** The commenter asserts the District should not have served as Lead Agency and that the EIR fails to meet the purposes and requirements of CEQA.

***Response to Comment Q23:*** Comment noted. As described on page 1-3 of the Draft Program EIR, CEQA establishes the District's as Lead Agency because it is the agency with principal responsibility for carrying out or approving the project. The District notes it hired an independent EIR consulting firm to assist with preparation of the EIR and provide the District independent,

objective CEQA review of the MAHS FMP. The District disagrees with the commenter that the EIR fails to meet the purposes and requirements of CEQA. The EIR was prepared in accordance with the provisions of CEQA and the CEQA Guidelines. The EIR evaluates the potential direct and indirect physical, environmental effects associated with the implementation of the MAHS FMP, including ways to minimize those effects, and identifies reasonable alternatives to implementing the FMP.

## 4.17 REFERENCES

Carder-McCoy 2015. "RE: M-A/SUHSD Request for Parking Lot Use". Email communication from Kerri Carder-McCoy, SRI, to Karl Losekoot, SUHSD. June 23, 2015.

Enrollment Projection Consultants 2012. *Estimated Enrollments from 2011-12 to 2020-21 Sequoia Union High School District*. June 21, 2012.

Enrollment Projection Consultants 2013. *Projected Enrollments from 2013 to 2020 Sequoia Union High School District*. December 3, 2013.

W-Trans 2015. *Response to MAHS DEIR Comments*. Prepared by W-Trans for MIG | TRA Environmental Sciences. Oakland, CA. July 2, 2015.

# CHAPTER 5 MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation, Monitoring and Reporting Program (MMRP) has been prepared pursuant to CEQA Guidelines, which state:

> "When adopting a mitigated negative declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects" (§15074(d)) and;
>
> "The Lead Agency may choose whether its program will monitor mitigation, report on mitigation, or both. "Reporting" generally consists of a written compliance review that is presented to the decision making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. There is often no clear distinction between monitoring and reporting and the program best suited to ensuring compliance in any given instance will usually involve elements of both." (§15097 (c))

Table 5-1 beginning on the next page list the impacts, mitigation measures, and timing of the mitigation measure (when the measure will be implemented) related to the MAHS Campus Facilities Master Plan Project. All of the mitigation measures listed here will be implemented by the District, or by their appointees.

According to CEQA Guidelines Section 15126.4 (a) (2), "Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments. In the case of the adoption of a plan, policy, regulation, or other public project, mitigation measures can be incorporated into the plan, policy, regulation, or project design." Therefore, all mitigation measures as listed in this MMRP will be adopted by the District Board of Trustees when the project is approved.

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| **AESTHETICS** | | | | |
| **Impact AES-1:** Implementation of the MAHS FMP would change the existing visual character and quality of the MAHS Campus and its surroundings. | **Mitigation Measure AES-1A: New Building Design**<br>New buildings shall avoid designs that include bland walls. The use of articulation, modulation (changes in depth along the building façade), setbacks and varying materials are encouraged to minimize bulk and massing and provide visual interest. The building designs shall also maximize, to the greatest extent feasible, privacy along adjoining uses through balcony, walkway and window orientation, coverings, or materials. The buildings fronting Middlefield Road shall be designed to maintain a consistent "look" across the frontage so the view is relatively uniform in style, color and finish. Final building design paint colors and finishes shall conform to existing colors and finishes of MAHS facilities to the extent feasible. New building designs shall avoid the use of highly reflective materials or finishes.<br>**Mitigation Measure AES-1B: Maintain Existing Building Orientation**<br>The MAHS Campus buildings fronting Middlefield Road are currently oriented diagonally toward the center of campus. The District shall maintain this diagonal orientation and shall avoid designs that orient the future two-story classroom building and Academic Center / | **Implementation:** The District shall incorporate these aesthetic mitigation measures into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of aesthetic measures. | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | Administration Building parallel to Middlefield Road.<br>**Mitigation Measure AES-1C: Maintain and Maximize Building Setbacks from Residential Property**<br>The District shall maintain and maximize building setbacks from residential property lines as follows:<br>• For Phase 1 G-Wing Replacement, the new classroom building shall, to the maximum extent feasible, be located within the same footprint as the existing G-Wing building and courtyard.<br>• For any project that replaces the existing D/E and/or H Buildings, the District shall:<br>o At a minimum, maintain the existing setback between the current D/E Building and the property line shared by MAHS and the Oak Grove Avenue residential properties. The existing setback between the current D/E Building and the property is currently estimated to be 50 feet at closest (on the west side) and 135 feet at farthest (on the east side, not including the existing H-Building); however, the precise distance shall be determined by a site survey prior to final design of any future project | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | that is intended to replace the current D/E and/or H buildings.<br>o To the maximum extent feasible, avoid replacing the existing modular H-Buildings, which are located approximately 28 feet from the existing property line at its closest point, with new building structures. Parking or other non-building facilities may be installed in the area occupied by the existing H-Buildings.<br>o To the maximum extent feasible, locate the project as close as possible to Middlefield Road (i.e., as far away from the property line shared by MAHS and the Oak Grove Avenue residential properties).<br>o Share the final schematic design of the future classroom building with residents of 212 and 214 Oak Grove Avenue (and other neighbors as appropriate).<br>**Mitigation Measure AES-1D: Preserve Visual Screening Around the Perimeter of the Campus**<br>The District shall avoid the removal of the two existing oak trees located between the E-building and the residential fence line near the existing H-buildings. These trees are mature and provide screening in the | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | area where the new two-story classroom would be located. If the tree removal cannot be avoided, replacement tree plantings or other screening shall be required to mitigate the loss of screening in accordance with Mitigation Measure BIO-1B, Tree Replacement.<br>**Mitigation Measure AES-1E: Add Visual Screening**<br>The District shall work with neighboring property owners on Oak Grove Avenue to increase the screening between the residential properties and the proposed FMP facilities near the western property boundary. Visual screening can be in the form of vegetative screening (trees, shrubs, or "living" (vegetated) wall space, or fencing (wood or otherwise). The District should consider planting vegetation in advance of construction of the proposed facilities (if the facilities could be constructed years from now) to allow screening vegetation a "head start" in providing screening above neighboring fence lines. | | | |
| **Impact AES-2:** Implementation of the MAHS FMP would result in news sources of light and glare which could affect day or nighttime views in the area. | **Mitigation Measure AES-2A: Reduce Light and Glare from Security Lighting**<br>The District shall reduce light and glare from potential security lighting as follows:<br>• For any project that replaces the existing D/E and/or H Buildings, the District shall: | **Implementation:** The District shall incorporate these aesthetic mitigation measures into all appropriate bid, contract, and engineering and site | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | ○ Use the minimum wattage necessary to provide sufficient security lighting.<br>○ Mount security lighting as low as possible to avoid glare and light spillage.<br>○ If feasible, locate security lighting on the fence between MAHS and the Oak Grove Avenue residential properties so that security lighting can be directed away from the residential properties.<br>○ If it is not feasible to install security lighting on the fence line, the District shall ensure all security lighting is shielded by a hood or guard and directed onto the MAHS Campus as much as feasible.<br>• At a minimum, all new exterior lighting installed at MAHS shall be equipped with a hood or other glare guards to prevent excessive glare and light spillage.<br>**Mitigation Measure AES-2B: Practice Lights Design, Installation, and Use**<br>To minimize light spillage and glare from the proposed practice lights, the District shall:<br>• Design the proposed practice lights to minimize light spillage and glare. Light design shall include the use of spill and glare light control visors and | plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | of aesthetic measures. | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | adequate pole height and vertical aiming adjustment features to maximize field/court lighting and minimize light spill and glare. Each lamp fixture shall be mounted as low as possible and contain a visor that completely covers the top half of the lamp. From a lighting trespass (i.e., spill) perspective, these visors reduce the potential for light trespass from each individual lamp and the entire lighting system by 50 percent. The visors also limit the areas and surfaces where the light produced by lamps may fall; specifically, visors would prevent light from physically spilling onto all adjacent residential receptors on Ringwood Avenue.<br>• Prohibit the use of the practice lights after 9:00 PM.<br>o Practice lights may be used until 9:30 PM in the event MAHS sports teams are practicing for a playoff or championship game.<br>o MAHS shall not schedule games to start during the evening hours (after 6 PM), but games that start prior to 6 PM may use the practice lights to provide field illumination to complete the game.<br>o Practice lights may be made available for use by youth sports groups from San Mateo County, but | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | shall not be made available for use by adult sports groups.<br>• Prohibit the lighting system from providing "competition" level lighting on practice fields. This may be achieved through the purchase of a system incapable of providing competition level lighting, or through the use engineering controls or equivalent restrictions that disable or prevent the use of competition light levels.<br>**Mitigation Measure AES-2C: Practice Lights Illumination Summary**<br>The District shall confirm the practice lights will not create a significant impact by having the lighting contractor prepare an illumination summary for the proposed soccer and tennis courts lights once the final design is known. The illumination from the practice lights at the nearest adjacent residences on Ringwood Avenue shall, to the maximum extent feasible, be limited to no more than 0.3 vertical or horizontal foot-candles, which is less than the light levels currently given off by existing street lights in the area at 15 horizontal feet from the light source. | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| **AIR QUALITY** | | | | |
| **Impact AIR-1:** Implementation of the MAHS FMP would result in construction- and operational-related emissions. | **Mitigation Measure AIR-1: Reduce Fugitive Dust Emissions**<br>To reduce potential fugitive dust that may be generated by FMP building demolition, site preparation, and building construction activities, the District shall implement the following BAAQMD basic construction measures:<br>• Water all exposed surfaces (e.g., staging areas, soil piles graded areas, and unpaved access roads) two times per day during construction and adequately wet demolition surfaces to limit visible dust emissions. Recycled water shall be used for this purpose.<br>• Cover all haul trucks transporting soil, sand, or other loose materials off the project site.<br>• Use wet power vacuum street sweepers at least once per day to remove all visible mud or dirt track-out onto adjacent public roads (dry power sweeping is prohibited during construction of the propose project).<br>• Vehicle speeds on unpaved roads/areas shall not exceed 15 miles per hour.<br>• Complete all areas to be paved as soon as possible and lay building pads as soon as possible after grading | **Implementation:** The District shall incorporate this air quality mitigation measure into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of dust control measures. | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | unless seeding or soil binders are used.<br>• Minimize idling time of diesel powered construction equipment to five minutes and post signs reminding works of this idling restriction at access points and equipment staging areas during construction of the proposed project.<br>• Maintain and properly tune all construction equipment in accordance with manufacturer's specifications and have a CARB-certified visible emissions evaluator check equipment prior to use at the site.<br>• Post a publicly visible sign with the name and telephone number of the construction contractor and SUHSD staff person to contact regarding dust complaints. This person shall respond and take correction action within 48 hours. The publicly visible sign shall also include the contact phone number for the Bay Area Air Quality Management District to ensure compliance with applicable regulations. | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| **BIOLOGICAL RESOURCES** | | | | |
| **Impact BIO-1:** Implementation of the MAHS FMP could result in impacts to special-status species, nesting birds, and roosting bats. | **Mitigation Measure BIO-1A: Avoid and Minimize Tree Removal**<br>The District shall retain heritage and other trees within MAHS FMP work zones to the maximum extent feasible given tree health and campus space needs. Trees to be retained shall be enclosed in a tree protection zone (TPZ) to prevent direct damage to the trees, and their growing environment. Temporary fencing shall be installed for each tree or group of trees at their drip line or at a radial distance ratio of one foot for each inch of diameter of the tree at breast height (DBH), whichever is greater. If it is not practical to install a TPZ around the trees at this distance, then a five-foot minimum radius from the trunk would be acceptable providing all work within the drip line is performed with hand tools. No heavy machinery shall be allowed to pass through or park within this area, nor shall debris, tools, or other materials be stored within the TPZ or against tree trunks. If the canopy of a tree within the TPZ is to be pruned to allow equipment passage, this work must be performed by qualified personnel.<br>**Mitigation Measure BIO-1B: Avoid and Minimize Tree Removal**<br>The District shall replace all trees with a DBH of 4.0 inches or greater that are | **Implementation:** The District shall incorporate these biology mitigation measures into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of biological measures. | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | removed during implementation of the MAHS FMP as follows:<br>• All native oaks removed shall be replaced in-kind with a native oak of 48-inch box size.<br>• All other trees shall be replaced at a 1:1 ratio if the replacement trees are of 36-inch box size.<br>• All other trees shall be replaced at a 3:1 replacement if the replacement trees are of 5 – 15 gallon size; however, ornamental trees may be replaced with shrubs (see below).<br>Other (non-oak) tree species do not need to be replaced in-kind, but should provide similar habitat values as the tree being replaced in terms of structure, food sources, etc. Non-oak trees under 16.0 inches in diameter such as camphor trees, cherry plums and others may be replaced with shrubs if the shrubs provide habitat value for wildlife. The tree replacement plan shall be reviewed by a qualified biologist to ensure that lost habitat is adequately replaced. Replacement trees may be planted throughout the campus grounds as space permits; they need not be replaced in the same area they were removed from if space is limited by new construction.<br>All replacement trees used shall be healthy and sourced from a reputable nursery, and guaranteed to be pathogen free in order not | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | to introduce the Sudden Oak Death pathogen to the site. Replacement trees shall be monitored for a minimum of three years, and dead or unhealthy replacement trees shall be removed and replaced with healthy new trees. If all replacement trees are healthy after three years of monitoring, monitoring may cease.<br>**Mitigation Measure BIO-1C: Avoid and Minimize Impacts to Nesting Birds**<br>The District shall perform all substantial tree pruning, tree removal, and ground disturbing activities associated with MAHS FMP projects outside of the bird nesting season, between September 1st and January 31st. If it is not feasible to perform these activities outside the nesting season (i.e., activities would occur from February 1st to August 31st), a qualified biologist shall perform a pre-construction survey to identify active bird nests that may be disturbed by MAHS FMP construction activities. The preconstruction survey shall take place no more than seven days prior to tree pruning, removal of trees or other vegetation or ground-disturbing activities. All trees and shrubs within 50 feet of the work area shall be surveyed for nesting birds, and all trees within 250 feet of the work area shall be surveyed for nesting raptors. If an active, native bird nest is found on site, the biologist, shall, in consultation with the CDFW, designate a | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | construction-free buffer zone (typically 250 feet for raptors and 50 feet for other birds) around the nest to remain in place until the young have fledged. This measure does not apply to capital repair projects except for those that include tree removal or pruning or substantial ground disturbing activities such as the replacement of water mains or sewer lines called for under plumbing upgrades. Minor repairs or re-surfacing of pavement for ADA compliance, parking lot or sports facility repairs are not considered substantial ground disturbing activities.<br>**Mitigation Measure BIO-1D: Avoid and Minimize Impacts to Roosting Bats**<br>A qualified biologist shall visually inspect trees or structures to be removed for bat roosts within seven days prior to their removal. The biologist will look for signs of bats including sightings of live or dead bats, bat calls or squeaking, the smell of bats, bat droppings, grease stains or urine stains around openings in trees or structures, or flies around such openings. Trees with multiple hollows, crevices, forked branches, woodpecker holes or loose and flaking bark have the highest chance of occupation and shall be inspected the most carefully. If signs of bats are detected, CDFW shall be contacted about how to proceed. Echo-location surveys may be needed to verify the presence of bats, or an exclusion zone around the occupied tree or | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | structure may be recommended until bats leave the roost. Due to restrictions of the California Health Department, direct contact by workers with any bat is not allowed. The qualified bat biologist will be contacted immediately if a bat roost is discovered during project construction. | | | |
| **Impact BIO-2:** Implementation of the MAHS FMP would result in the removal of tress from the MAHS Campus, including tress that meet the definition of a "heritage tree" as defined by Chapter 8.10 of the Atherton Municipal Code. | **See Mitigation Measure BIO-1A: Avoid and Minimize Tree Removal**<br>**See Mitigation Measure BIO-1B: Tree Replacement** | **Implementation:** The District shall incorporate these biology mitigation measures into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities. | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of biological measures. | **Initials: _____**<br>**Date: _____** |
| **CULTURAL RESOURCES** | | | | |
| **Impact CUL-1:** Implementation of the MAHS FMP could disturb known or unknown cultural resources, tribal cultural resources, and/or human remains. | **Mitigation Measure CUL-1A: Evaluate, Minimize, and Avoid Impacts to Potentially Historic Structures**<br>The District shall, prior to the demolition of any buildings 45 years or older at the start of planned construction activities, have a qualified architectural historian evaluate the building(s) to determine if it is a | **Implementation:** The District shall incorporate these cultural resource mitigation measure into all appropriate bid, contract, and engineering and site plan (e.g. building, | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of cultural resource | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | historically significant resource. If significant historical resources are identified, the District, in consultation with the qualified architectural historian, shall identify measures to avoid or substantially lessen potential significant impacts to the resource, such as avoiding the impactful activity or appropriately recording the structure. If the District determines, in consultation with the qualified architectural historian, that the project will not adversely change the significance of a historical resource, the construction activities can proceed without mitigation.<br>**Mitigation Measure CUL-1B: Native American Consultation**<br>The District shall continue to consult and involve the California Native American Heritage Commission (NAHC) and, if identified by the NAHC, representatives from Native American tribes that are traditionally and culturally affiliated with the geographic area in which MAHS is located. The intent of this consultation shall be to:<br>• Identify potential resources of traditional, cultural, or religious heritage values to a California Native American tribe that may be impacted by implementation of the MAHS FMP; and<br>• Identify measures capable of avoiding | grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities. | measures. | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | or substantially lessening potential significant impacts to a tribal cultural resource. Consistent with Public Resources Code Section 21084.3, such measures may include, or be equivalent to, the following:<br>o Avoiding and preserving the resources in place<br>o Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including protection of the cultural character and integrity, traditional use, and confidentiality of the resources<br>o Permanent conservation easements or other interests in real property with management criteria for preserving or utilizing the resources in place<br>o Protecting the resource<br>**Mitigation Measure CUL-1C: Minimize and Avoid Impacts to Unrecorded Cultural Resources, Tribal Cultural Resources, and Human Remains**<br>In the event unrecorded cultural resources, tribal cultural resources, or human remains are accidentally discovered during implementation of the MAHS FMP, the District shall:<br>• Stop all work in the vicinity of the | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | discovered material, avoid altering the material and their context in any way, and immediately (within 24 hours) have the resource evaluated by a qualified archaeologist. Project personnel shall not collect cultural resources. Cultural resources shall be recorded by a qualified archaeologist on California Department of Parks and Recreation Form 523 (Historic Resource Recordation form). In the event the find is determined to be a historical or unique archaeological resource, the qualified archaeologist shall develop measures, in accordance with Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines, which avoid or substantially lessen potentially significant impacts on cultural or tribal cultural resources, with a preference for preservation in place. Additionally, in accordance with Public Resource Code Section 5097.993, the project sponsor shall inform project personnel that the collection of any Native American artifact is prohibited by law. Work could continue in other parts of the project area while historical or unique archaeological mitigations take place.<br>• If human remains are accidently discovered during construction | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | activities, the measures specified in Section 15064.5(e)(1) of the CEQA Guidelines shall be followed:<br>o There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the San Mateo County coroner is contacted to determine that no investigation of the death is required.<br>o If the coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall identify the person or persons it believes to be most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98; or, if the NAHC cannot identify the MLD, the MLD fails to make a recommendation, or the property owner rejects the MLD's | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | recommendations, the property owner can rebury the remains and associated burial goods with appropriate dignity in an area not subject to ground disturbance. | | | |
| **HAZARDS AND HAZARDOUS MATERIALS** | | | | |
| **Impact HAZ-1:** Implementation of the MAHS FMP could encounter and release hazardous materials and air pollutants during construction activities. | **Mitigation Measure HAZ-1A: Minimize and Avoid Impacts from Unanticipated Hazardous Materials**<br>In the event unanticipated hazardous materials are discovered during ground disturbing activities (e.g., gasoline odors, or oily soil or water), all work shall stop immediately until a soil management and disposal plan can be prepared by a qualified professional. This plan shall include soil management and handling protocols that will be implemented to minimize airborne dust and protect construction workers and neighboring residents from exposure to potential soil contamination.<br>**Mitigation Measure HAZ-1B: Minimize and Avoid Impacts from Lead Paint and Asbestos-Containing Building Materials**<br>Prior to the start of any building demolition activity, the District shall:<br>• Hire a qualified inspector(s) to survey the building for the lead paint and asbestos containing materials.<br>o If lead or asbestos are found, the District shall remove the materials | **Implementation:** The District shall incorporate these hazards and hazardous materials mitigation measures into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of hazards/hazardous materials measures. | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | from the building to the extent feasible and in accordance with all applicable regulations, such as Bay Area Air Quality Management District (BAAQMD) Regulation 11, Rule 2, Asbestos Demolition, Renovation, and Manufacturing.<br>o If it is not feasible to remove or strip materials out of the building (e.g., asbestos containing concrete), the District shall ensure emissions of lead and /or asbestos are captured and prevented from being released into the outside air by sufficiently wetting the material, providing HEPA exhaust, ventilation, collection of emissions, or other equivalent method.<br>o Ensure lead and asbestos containing materials are properly disposed of and transported to an appropriate waste disposal facility.<br>• Submit a written plan or notification of intent to demolish to the BAAQMD at least 10 working days prior to the start of demolition activities, in accordance with BAAQMD Regulation 11, Rule 2.<br>**Mitigation Measure HAZ-1C: Minimize and Avoid Impacts from Equipment Leaks and Spills**<br>The District shall minimize and avoid | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | potential leaks and spills from heavy construction equipment used during demolition, site preparation, and building construction activities by:<br>• Designating vehicle and equipment storage, staging, and clean-up locations.<br>• Designating equipment fueling locations and ensuring appropriate spill containment measures and spill response equipment is on-site.<br>• Inspecting equipment for leaks prior to and at the conclusion of daily construction activities. If leaks are observed, the leaking equipment shall be repaired immediately. All contaminated water, sludge, spill residue, or other hazardous compounds discovered during inspections shall be contained and disposed of, as necessary, at lawfully permitted or authorized disposal sites.<br>**Mitigation Measure HAZ-1D: Minimize and Avoid Impacts from Diesel Construction Equipment Exhaust**<br>To minimize and avoid potential health risks from diesel construction equipment exhaust during demolition, site preparation, and building construction activities, the District shall implement the following Bay Area Air Quality Management District "Additional Construction Mitigation | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | Measures":<br>• Minimize the idling time of diesel powered construction equipment to two minutes<br>• Require all contractors to use equipment that meets the California Air Resources Board's most recent certification standards off-road heavy duty diesel engines<br>• Require all contractors to use late model equipment to the maximum extent feasible (i.e., the newest equipment)<br>In lieu of the above measures, the District may prepare a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used on FMP construction projects (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available. | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| **HYRDROLOGY AND WATER QUALITY** | | | | |
| **Impact HYD-1:** Implementation of the MAHS FMP could result in temporary, construction-related hydrology and water quality impacts. | **Mitigation Measure HYD-1: Avoid and Minimize Polluted Storm Water Runoff During MAHS FMP Construction Activities**<br>To reduce potential construction-related hydrology and water quality impacts:<br>• The District shall, prior to the start of any project phase or activity that would require one or more acres of ground disturbance, prepare and approve a Storm Water Pollution Prevention Plan (SWPPP) consistent with the requirements of the State General Construction Activity Storm Water Permit. The SWPPP shall include best management practices related to materials and waste management; equipment management and spill control; earthmoving; paving/asphalt work; concrete, grout and mortar application; landscaping; painting and paint removal; and dewatering, as applicable, consistent with the San Mateo Countywide Storm Water Pollution Prevention Program's Construction Best Management Practices (BMPs). BMPs shall be commensurate with site-specific activities and risks to hydrology and water quality resources.<br>• The District shall, prior to the start of | **Implementation:** The District shall incorporate these hydrology and water quality mitigation measures into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of hydrology/water quality measures. | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | any project phase or activity that would require ground disturbance of less than one acre, shall prepare an erosion/pollution control plan that contains BMPs for the prevention of erosion and siltation and for spill prevention and clean-up. Phases or activities that would not result in erosion or siltation and do not require the use of hazardous materials that could be released into storm water runoff will be exempted from this requirement. Examples of exempt activities include work on the interior of existing building, roof replacement, painting, electrical or ventilation upgrades, tree pruning, minor re-surfacing or repairs to existing pavement and other similar activities. Examples of activities that are not exempt from this requirement include those that require removal and replacement of impervious surface area or new impervious surface area, grading or excavation, fill materials, or ground trenching. | | | |
| **Impact HYD-2:** Implementation of the MAHS FMP could cause or contribute to potential sources of polluted runoff. | **Mitigation Measure HYD-2: Avoid and Minimize Polluted Storm Water Runoff from New Structures and Increased Student Enrollment at the MAHS Campus**<br>To reduce potential hydrology and water quality impacts from new buildings, | **Implementation:** The District shall incorporate these hydrology and water quality mitigation measures into all appropriate bid, | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | structures, and increased student enrollment, the District shall:<br>• Ensure new building construction includes bio-retention planter areas sized to meet the requirements of the San Mateo Countywide Storm Water Pollution Prevention Program. The bio-retention planters will treat runoff by filtering it through a medley of strata including biotreatment soil, a pea gravel choker layer and a bed of drain rock before it is directed out to the campus storm drain system via perforated sub drain piping. Pollutants such as trash, sediment, bird droppings and metals will be effectively removed from runoff water before it is conveyed to the storm drain system. The planters will also reduce overall runoff volumes by impounding storm water and encouraging infiltration, evaporation and evapotranspiration from vegetation. Other methods, such as permeable pavement or rainwater harvesting shall be evaluated on a phase-specific basis once designs are developed.<br>• Prior to the start of any project phase or activity that would create or replace greater than 10,000 square feet of impervious surface area, the District shall prepare a Storm Water Control | contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | documents for inclusion of hydrology/water quality measures. | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | Plan that shall, at a minimum, include:<br>o An inventory and accounting of existing and proposed impervious surface areas;<br>o Low Impact Development (LID) design details incorporated into the project. Specific LID design may include, but is not limited to: using pervious pavements and green roofs, dispersing runoff to landscaped areas, and/or routing runoff to rain gardens, cisterns, swales, and other small-scale facilities distributed throughout the site.<br>o Measures to address potential storm water contaminants. These may include bio-retention planters or other on-site filtration systems.<br>o A schedule for the periodic inspection and maintenance of the site storm drain system.<br>• Ensure that all garbage bins and receptacles are appropriately contained. All dumpsters shall be kept closed when not in immediate use, and dumpsters shall not be permitted to overflow. If dumpsters are found to routinely overflow, the District shall acquire an additional dumpster for use at MAHS. | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| **NOISE** | | | | |
| **Impact NOI-1:** Implementation of the MAHS FMP would generate temporary, construction-related noise and vibration. | **Mitigation Measure NOI-1: Reduce Potential Temporary Construction Noise Levels**<br>To reduce the potential temporary, construction-related increases in ambient noise levels at sensitive residential receptors, the District shall, to the maximum extent feasible:<br>• Ensure all equipment engines are covered, and that mufflers are in good working condition.<br>• Orient equipment so that engines and exhaust pipes are away from sensitive residential areas.<br>• Restrict construction work hours to the hours of 7:00 AM to 6:00 PM, Monday through Saturday.<br>o The District shall, to the maximum extent feasible, prohibit non-critical construction-related deliveries from occurring before 7:00 AM.<br>• Deliveries related to critical path construction activities that require timely completion to keep the project on schedule and budget, such as, but not limited to, concrete deliveries for pouring a concrete pad, specialized equipment rentals, etc, may occur prior to 7:00 AM; however, the District shall, to the maximum extent | **Implementation:** The District shall incorporate these noise mitigation measures into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents.<br>**Timing:** Prior to any ground-disturbing activities, unless otherwise specified. | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans) documents for inclusion of noise reduction measures. | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | feasible, minimize such deliveries.<br>• Provide sensitive noise receptors within 300 feet of planned demolition and building construction activities written notice prior to the start of construction that describes the approximate schedule for the construction activities and a contact name and phone number for the construction contractor and District staff person responsible for handling construction-related noise complaints.<br>• Place a temporary sound barrier at the property line adjacent to the D/E, H, and F classroom building during demolition and building associated with the future phase, two-story classroom building. The sound barrier should be at least 8 to 10 feet high and be constructed of materials that can achieve a minimum Sound Transmission Class (STC) of 35 and a minimum noise reduction coefficient of 85. If it is not feasible to place the sound barrier at the property line, the barrier shall be emplaced between the construction activities and the property line or around the active construction work area. The sound barrier design shall be reviewed by a qualified acoustical consultant prior to installation to ensure proper function and a minimum attenuation of 25 | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | decibels is achieved at the adjacent property line.<br>• Phase demotion activities to take advantage of the noise shielding effect provided by existing structures to reduce demolition work noise (e.g., start from the side of the building the farthest away from nearby sensitive receptors).<br>• Site equipment at the work area to maximize the distance to noise sensitive receptors, and to take advantage of shielding provided by on-site equipment.<br>• Use "quiet" generators (e.g. MQ Whisperwatt or equivalent, rated no greater than 60 dBA at 50 feet or 67 dBA at 23 feet).<br>• Use a sound enclosure (e.g., three sides with a partial top) to shield stationary noise sources (portable generator, pumps, compressors, etc.) to reduce job site noise effects from noise sensitive receptors. The enclosure should be placed to provide sufficient ventilation while providing effective noise control. Nominally spacing the enclosure 3 to 5 feet from the noise source should be sufficient. Such an enclosure should provide approximately 10 to 15 dBA noise reduction of the equipment noise. | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| **Impact NOI-2:** Implementation of the MAHS FMP would increase student enrollment and add two-story classroom buildings that would contain mechanical and other noise generating equipment. This could increase ambient noise levels in the vicinity of the MAHS Campus. | **Mitigation Measure NOI-2: Reduce New Public Address System-Related Noise Levels**<br>To reduce potential noise associated with public address system equipment on new classroom buildings and facilities, the District shall:<br>• Limit the amount of exterior, amplified public address and school notification equipment to the minimum extent feasible.<br>• Orient all exterior speaker systems on new classroom buildings away from sensitive residential receptors (i.e., towards the interior of the campus).<br>• Limit exterior speaker noise levels to the minimum level necessary to provide adequate public notification.<br>• Limit morning PA announcements (which currently occur three times per week) to no more than six minutes in length and limit use of the PA for extraneous announcements to the maximum extent feasible.<br>• To the maximum extent feasible, transition MAHS from exterior, PA-based announcements to interior, TV-based announcements by the 2017-2018 school year.<br>• Prohibit the installation and use of a public address or other amplified | **Implementation:** The District shall incorporate these noise mitigation measures into all appropriate bid, contract, and engineering and site plan (e.g. building, grading, improvement plans) documents, and shall develop a school policy pertaining to the use of PA systems in classroom buildings and other facilities.<br>**Timing:** Prior to and during construction activities; prior to October 31, 2015 (for new school policy) | **Monitoring:** The District shall review all appropriate bid, contract, and engineering and site (building, grading, improvement plans, policy manuals) documents for inclusion of noise reduction measures. | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | sound system at the practice soccer field and tennis courts. | | | |
| **TRAFFIC** | | | | |
| **Impact TRA-1:** Implementation of the MAHS FMP would add AM Peak hour, school PM peak hour, and daily trips to the circulation and transportation system in the vicinity of MAHS. | **Mitigation Measure TRA-1A: Prepare and Implement a Travel Demand Management Program for MAHS Students and Staff**<br>The District and MAHS staff shall prepare and implement a formal, written Travel Demand Management (TDM) Program for the MAHS Campus. The TDM Program shall cover MAHS students and staff, and shall set as its minimum target a 45 percent mode split for combined student and staff transit, pedestrians, bicycles and carpools. As part of this program, MAHS shall designate a central TDM coordinator to oversee the TDM Program and monitor the program's effectiveness.<br>As part of its formal, written TDM Program, MAHS shall continue to:<br>• Provide full and reduce sale bus passes to its students.<br>• Require a permit for students to park at the MAHS Campus.<br>• Provide notice of TDM measures in the school newspaper, Tri-Vocis Newsletter, and other school media.<br>In addition, MAHS shall evaluate the following additional TDM measures for inclusion in its written TDM Program: | **Implementation:** The District shall incorporate these traffic mitigation measures into appropriate school policy manuals and administrative procedures.<br>**Timing:** The District shall develop the formal, written TDM Program by October 31, 2015; the District shall implement other measures as specified in the measure. | **Monitoring:** The District shall review all appropriate bid, contract, and school policy manuals, administrative procedures, and operating protocols for inclusion of traffic reduction measures (if necessary). | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | • Increased permit fees.<br>• Preferential and/or free/reduced cost parking for carpools (two or more students).<br>• Promotions and activities to incentivize alternative modes of transportation (e.g., competitions to see which grade level avoids the most vehicle trips).<br>• Organized school-wide walk and bike to school day, week, etc.<br>• Use of a web- or mobile-based application to connect students wishing to carpool.<br>• Use of incentives such as prizes and certificates for students who participate in walk/bike to school programs.<br>The central TDM coordinator shall be responsible for surveying MAHS students and staff once each year (preferably in the first quarter) to ascertain the most current transportation mode split at MAHS and the effectiveness of the TDM Program.<br>**Mitigation Measure TRA-1B: Evaluate the Feasibility of SamTrans Bus / Shuttle Service**<br>The District shall evaluate the feasibility of establishing a dedicated SamTrans bus route or shuttle service for MAHS.<br>• By December 15, 2015, the District | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | and/or MAHS staff shall have initiated contact with SamTrans regarding dedicated bus or shuttle service.<br>• By June 30, 2016, the District and/or MAHS staff shall complete an evaluation of the technical, economic, and demographic factors that affect the feasibility of dedicated SamTrans bus or shuttle service for MAHS.<br>o If it is determined that dedicated SamTrans bus or shuttle service is feasible, MAHS shall initiate the service no later than June 30, 2017.<br>o If it is determined that such service is not feasible, the evaluation shall consider if, when , and how the obstacles that make such service infeasible should be reevaluated (e.g., student enrollment is too low and needs to be higher, the is insufficient student density along potential bus routes, etc.).<br>**Mitigation Measure TRA-1C: Evaluate the Feasibility of Private Shuttle Service**<br>The District shall coordinate with appropriate groups such as the Parent-Teachers Association, neighborhood / homeowners associations, etc. to evaluate the feasibility of operating a private shuttle service (at the expense of students and parents) from neighborhoods with a high | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | concentration of students to the MAHS Campus. The TDM coordinator established by Mitigation Measure TRA-1A shall be responsible for identifying and working with appropriate school / neighborhood groups where such service may be feasible. | | | |
| **Impact TRA-2:** Additional MAHS FMP-related traffic could increase conflicts between vehicles and pedestrians, bicycles, and emergency access personnel. | **Mitigation Measure TRA-2A: Reduce Off-Campus Student Loading and Unloading**<br>The District and MAHS staff shall prepare and implement a formal, written policy outlining student loading and unloading procedures for the MAHS Campus. The policy shall:<br>• Describe the student loading and unloading areas at MAHS Campus<br>• Contain a map depicting student loading and unloading areas<br>• Explicitly describe that off-campus student loading and unloading on Oak Grove Avenue, Ringwood Avenue, and other nearby streets is admonished and discouraged by MAHS<br>The District and MAHS shall distribute this policy to each incoming freshman and sophomore at the beginning of the school year (the policy may be included in the Student Handbook), and shall also publish the policy in MAHS newsletters and/or other materials at least once a year. | **Implementation:** The District shall incorporate these traffic mitigation measures into appropriate school policy manuals and administrative procedures.<br>**Timing:** The District shall develop the formal, written policy by October 31, 2015; the District shall implement other measures as specified in the measure. | **Monitoring:** The District shall review all appropriate bid, contract, and school policy manuals, administrative procedures, and operating protocols for inclusion of loading / unloading policies. The District shall provide the results of the student survey and multimodal audit in school papers, announcements, etc. and shall keep minutes of working group meetings. | **Initials: _____**<br>**Date: _____** |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | As part of this policy, MAHS staff shall, upon receipt of a complaint regarding off-campus student loading and unloading, strive to identify and dissuade the individual responsible for the off-campus loading or unloading from repeating their activity.<br>**Mitigation Measure TRA-2B: Update MAHS Travel Mode Survey**<br>The District shall contract with a qualified transportation planning firm to update the MAHS student travel survey. MAHS staff shall administer the updated survey once per year over a minimum two-day period. The survey shall focus on MAHS student and staff travel modes, vehicle occupancies, and time of travel to school in the morning and from school in the afternoon. The survey results shall be tabulated to assess current trip generation by mode, time-of-day, and grade or faculty/staff level and used to ascertain the effectiveness of the MAHS TDM Program.<br>**Mitigation Measure TRA-2C: Conduct Multi-Modal Circulation Audit**<br>The District shall contract with a qualified transportation planning firm to conduct a multi-modal transportation audit. The audit shall include observations during at least one typical morning school commute period and one typical afternoon school commute period. At a minimum, the audit shall note the traffic flow patterns of | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | pedestrians, bicyclists, buses, and motorists within school grounds, along the school periphery, and along nearby streets, as well as traffic conditions, travel pattern, drop-off and pick-up conditions, vehicular queues, and motorist behaviors. In addition, the District and/or MAHS staff shall invite members of the working group established under Mitigation Measure TRA-2D to observe the audit. The audit shall be completed by October 31, 2015.<br>**Mitigation Measure TRA-2D: Coordinate with Transportation Stakeholders**<br>The District and MAHS shall coordinate with appropriate stakeholders (such as the Town of Atherton, police providers, Sam Trans, residents, and other local schools) to establish a working group to assess and recommend changes to signage, pedestrian facilities, and other solutions that address pedestrian and bicycle safety concerns and improve traffic circulation on Middlefield Road, Oak Grove Avenue, and Ringwood Avenue in the vicinity of MAHS and other nearby schools such as Encinal Elementary School and Laurel Elementary School.<br>• By December 31, 2015 District and/or MAHS staff shall have:<br>o Established a primary point of contact for the stakeholder listed above responsible for participating | | | |

**Table 5-1 Mitigation Monitoring and Reporting Program**

| Impact | Mitigation Measure | Implementation and Timing | Monitoring Responsibility | Verified Implementation |
|---|---|---|---|---|
| | in the working group.<br>o Held at least one meeting with stakeholders.<br>o Established a tentative meeting schedule for the group, which should meet at least twice per year until 2020. | | | |
| **Impact TRA-3:** Increased enrollment at MAHS could result in indirect environmental effects resulting from a parking shortage | **Mitigation Measure TRA-3: Minimize Off Campus Parking**<br>The District and MAHS staff shall prepare and implement a formal, written off-campus policy outlining areas where students can find legal off-campus parking. The policy shall discourage parking in adjacent residential neighborhoods. The District and MAHS shall distribute this policy with each parking permit issued (the policy may be included in the Student Handbook), and shall also publish the location of off-campus parking areas in MAHS newsletters and/or other materials at least once a year. | **Implementation:** The District shall incorporate these traffic mitigation measures into appropriate school policy manuals and administrative procedures.<br>**Timing:** The District shall develop the formal, written policy by October 31, 2015. | **Monitoring:** The District shall review all appropriate bid, contract, and school policy manuals, administrative procedures, and operating protocols for inclusion parking policy. | **Initials: _____**<br>**Date: _____** |

# APPENDIX H

# Draft Program EIR / Notice of Availability of a Draft Program EIR Distribution List

**SEQUOIA UNION HIGH SCHOOL DISTRICT**
**NOTICE OF AVAILABILITY OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE MENLO-ATHERTON HIGH SCHOOL CAMPUS MASTER PLAN PROJECT**

**DISTRIBUTION LIST - MAY 2015**

The following agencies and interested parties receive a copy of the Draft Program Environmental Impact Report and /or the Notice of Availability (NOA) for the EIR for the Sequoia Union High School District's Menlo-Atherton High School Campus Master Plan project.

| **CEQA State Responsible and Trustee Agencies (To be sent by the State Clearinghouse):** | **Materials Distributed** |
|---|---|
| Governor's Office of Planning and Research<br>State Clearinghouse<br>1400 Tenth Street<br>Sacramento, CA 95814<br>The State Clearinghouse will send copies to the following state agencies: | Notice of Completion<br>Notice of Availability<br>EIR on CD (15 copies) |
| Air Resources Board<br>1001 I Street<br>Sacramento, CA 95812 | |
| Department of Education<br>1430 N Street<br>Sacramento, CA 95814 | |
| Department of Fish and Wildlife<br>Bay Delta Region (Region 3)<br>7329 Silverado Trail<br>Napa, CA 94558 | |
| Department of Toxic Substances Control<br>School Evaluation and Brownfields Outreach<br>Sacramento Office<br>8800 Cal Center Drive<br>Sacramento, California 95826 | |
| Department of Transportation - District 4<br>111 Grand Ave<br>Oakland, CA 94612 | |

| **CEQA State Responsible and Trustee Agencies (To be sent by the State Clearinghouse):** | **Materials Distributed** |
|---|---|
| Native American Heritage Commission<br>550 Harbor Blvd, Suite 100<br>West Sacramento, CA 95691 | |
| Office of Historic Preservation<br>1725 23rd Street, Suite 100<br>Sacramento, CA 95816 | |
| San Francisco Bay Regional Water Quality Control Board (Regional WQCB #2)<br>1515 Clay Street, Suite 1400<br>Oakland, CA 94612 | |

| **Local Responsible Agencies (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| Town of Atherton<br>Planning Department<br>91 Ashfield Road<br>Atherton, CA 94027 | NOA / EIR on CD |
| City of Menlo Park<br>Community Development Department<br>701 Laurel Street<br>Menlo Park, CA 94025 | NOA / EIR on CD |
| Bay Area Air Quality Management District<br>Planning and Research, Air Quality Planning<br>939 Ellis Street<br>San Francisco, CA 94109 | NOA / EIR on CD |

| **Federal Agencies (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| US Army Corps of Engineers<br>San Francisco District<br>1455 Market Street<br>San Francisco, CA 94103 | NOA / EIR on CD |

| **Federal Agencies (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| US Fish and Wildlife Service<br>San Francisco Bay-Delta Fish and Wildlife<br>650 Capitol Mall, Suite 8-300<br>Sacramento, CA 95814 | NOA / EIR on CD |

| **County Clerk (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| San Mateo County Clerk-Recorder's Office<br>555 County Center, 1st Floor<br>Redwood City, CA 94063 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| City of East Palo Alto<br>Planning and Housing Division<br>ATTN: Mr. Brent Butler, Planning Manager<br>1960 Tate Street<br>East Palo Alto, CA 94303 | NOA / EIR on CD |
| City of Palo Alto<br>Planning and Community Environmental Department<br>250 Hamilton Avenue<br>5th Floor - City Hall<br>Palo Alto, CA 94301 | NOA / EIR on CD |
| City of Redwood City<br>Community Development Department<br>ATTN: Mr. Steve Turner, Planning Manager<br>1017 Middlefield Road<br>Redwood City, CA 94063 | NOA / EIR on CD |
| Town of Woodside<br>Planning Department<br>2955 Woodside Road<br>Woodside, CA 94062 | NOA / EIR on CD |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| Alameda County<br>Community Development Agency<br>Planning Department<br>224 West Winton Avenue, Rm. 111<br>Hayward, CA 94544 | NOA / EIR on CD |
| County of Santa Clara<br>Department of Planning and Development<br>ATTN: Mr. Kirk Girard, Planning Manager<br>70 West Hedding Street<br>East Wing, 7th Floor<br>San Jose, CA 95110 | NOA / EIR on CD |
| County of San Mateo<br>Planning and Building Department<br>455 County Center, 2nd Floor<br>Redwood City, CA 94063 | NOA / EIR on CD |
| County of San Francisco<br>Planning Department<br>1650 Mission Street, Suite 400<br>San Francisco, CA 94103 | NOA / EIR on CD |
| County of Santa Cruz<br>Planning Department<br>701 Ocean Street, Room 400<br>Santa Cruz, CA 95060 | NOA / EIR on CD |
| City/County Association of Governments<br>San Mateo County<br>Transportation – Congestion Management<br>555 County Center – 5th Floor<br>Redwood City, CA 94063 | NOA / EIR on CD |
| West Bay Sanitation District<br>500 Laurel Street<br>Menlo Park, CA 94025 | NOA / EIR on CD |
| Atherton Police Department<br>83 Ashfield Road<br>Atherton, CA 94027 | NOA / EIR on CD |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| Menlo Park Fire Protection District<br>Station 1<br>~~300~~ 170 Middlefield Road<br>Menlo Park, CA | NOA / EIR on CD |
| California Water Service<br>3525 Alameda De Las Pulgas<br>Menlo Park, CA 94025 | NOA / EIR on CD |
| CURRENT RESIDENT<br>485 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>411 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>321 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>281 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>199 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>470 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>400 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>360 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>298 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>475 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>383 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>301 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>261 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>151 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>490 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>450 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>390 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>320 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>280 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>441 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>381 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>299 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>221 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>125 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>480 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>440 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>380 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>300 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>260 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>220 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| MARY SAPOUNTZISOR<br>OR CURRENT RESIDENT<br>1099 COLEMAN AVE<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>1020 COLEMAN AVE<br>MENLO PARK, CA 94028 | NOA |
| CURRENT RESIDENT<br>24 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| HENRY LEE<br>OR CURRENT RESIDENT<br>98 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>37 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>63 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>76 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>83 DE BELL DR<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>29 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>200 ARLINGTON WAY<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>951 COLEMAN AVE<br>MENLO PARK, CA 94026 | NOA |
| MARY BALLIN<br>OR CURRENT RESIDENT<br>10 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>25 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>99 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>45 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>69 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>90 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>75 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>71 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| JOHN RAFF<br>OR CURRENT RESIDENT<br>1098 COLEMAN AVE<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>1070 COLEMAN AVE<br>MENLO PARK, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| MARY CORNUELLE<br>OR CURRENT RESIDENT<br>11 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>40 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>29 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>53 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>62 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>91 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>69 DE BELL DR<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>72 ENCINO RD<br>ATHERTON, CA 94027 | NOA |
| KLAUS HAMBUECHEN<br>OR CURRENT RESIDENT<br>155 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>185 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>215 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| NICHOLAS LANDOFLI<br>OR CURRENT RESIDENT<br>240 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| DEEMA JUBRAN<br>OR CURRENT RESIDENT<br>255 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>85 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>65 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>105 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>135 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>100 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| STEVEN CARNEVALE<br>OR CURRENT RESIDENT<br>165 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>195 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>225 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| ROSARIA BERCOW<br>OR CURRENT RESIDENT<br>245 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| JACQUELINE REITER<br>OR CURRENT RESIDENT<br>265 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>20 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>75 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>115 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>145 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>110 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CAROL WENDELL<br>OR CURRENT RESIDENT<br>175 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| MARINA MEDNICK<br>OR CURRENT RESIDENT<br>205 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| SUZANNE MCGRATH<br>OR CURRENT RESIDENT<br>235 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| DEBORAH PENG<br>OR CURRENT RESIDENT<br>250 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| YUK YANG<br>OR CURRENT RESIDENT<br>270 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>40 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>95 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>125 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>290 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>120 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>130 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>265 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>295 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>1 MADRONE RD<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>11 MAPLE LEAF WAY<br>ATHERTON, CA 94027 | NOA |
| GARY HARPELL<br>OR CURRENT RESIDENT<br>95 MAPLE LEAF WAY<br>ATHERTON, CA 94027 | NOA |
| RESIDENT<br>210 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| GEORGE BAGGOTT<br>OR CURRENT RESIDENT<br>240 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| WILLIAM CARSILLO<br>OR CURRENT RESIDENT<br>280 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>299 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>140 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>275 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>305 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>39 MADRONE RD<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>73 MAPLE LEAF WAY<br>ATHERTON, CA 94027 | NOA |
| WILLIAM FALKENHAGEN<br>OR CURRENT RESIDENT<br>96 MAPLE LEAF WAY<br>ATHERTON, CA 94027 | NOA |
| MARK SPURLOCK<br>OR CURRENT RESIDENT<br>220 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| NEIL BLECHERMAN<br>OR CURRENT RESIDENT<br>241 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| DIANE HAILEY<br>OR CURRENT RESIDENT<br>281 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| MICHAEL MARIANACCI<br>OR CURRENT RESIDENT<br>300 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>200 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>285 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>60 GLORIA CIR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>73 MADRONE RD<br>ATHERTON, CA 94027 | NOA |
| RESIDENT<br>70 MAPLE LEAF WAY<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| RESIDENT<br>200 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| PRISCILLA ZURCHER<br>OR CURRENT RESIDENT<br>221 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| MIYOKO KUSUMOTO<br>OR CURRENT RESIDENT<br>245 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>298 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| GREG VONTZ<br>OR CURRENT RESIDENT<br>301 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| ASTRID LANG<br>OR CURRENT RESIDENT<br>330 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>361 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| JANE RHEE<br>OR CURRENT RESIDENT<br>401 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| JANE FARISH<br>OR CURRENT RESIDENT<br>451 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>481 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>470 MIDDLEFIELD RD<br>ATHERTON, CA 94027 | NOA |
| WILLIAM HSIEH<br>OR CURRENT RESIDENT<br>191 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| KENNETH VARNER<br>OR CURRENT RESIDENT<br>199 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| CHARLES HILL<br>OR CURRENT RESIDENT<br>218 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| STEPHANIE JOHNSON<br>OR CURRENT RESIDENT<br>228 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| ALAENA REEDER<br>OR CURRENT RESIDENT<br>331 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| MARY CARMACK<br>OR CURRENT RESIDENT<br>398 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| VICTORIA ECKERT<br>OR CURRENT RESIDENT<br>420 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| SUSAN ALEXANDR HURLIMANN HERZ<br>OR CURRENT RESIDENT<br>462 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| DAVID CRAIG<br>OR CURRENT RESIDENT<br>482 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| STEVEN BLUMENFELD<br>OR CURRENT RESIDENT<br>540 MIDDLEFIELD RD<br>ATHERTON, CA 94027 | NOA |
| TERRENCE FANCHER<br>OR CURRENT RESIDENT<br>197 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| THOMAS BERQUIST<br>OR CURRENT RESIDENT<br>212 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| TIMOTHY VANHOOK<br>OR CURRENT RESIDENT<br>224 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| KENNETH CUNDY<br>OR CURRENT RESIDENT<br>230 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| JAMES MCCOY<br>OR CURRENT RESIDENT<br>360 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| WARREN SATTLER<br>OR CURRENT RESIDENT<br>399 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| TYLER WALL<br>OR CURRENT RESIDENT<br>441 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| THOMAS KELLER<br>OR CURRENT RESIDENT<br>480 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>501 MENLO OAKS DR<br>MENLO PARK, CA 94025 | NOA |
| WOODSON MARTIN<br>OR CURRENT RESIDENT<br>580 MIDDLEFIELD RD<br>ATHERTON, CA 94027 | NOA |
| CAROLINE DEVAUX<br>OR CURRENT RESIDENT<br>198 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| JOAN DOVE<br>OR CURRENT RESIDENT<br>214 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| SUMMER BRILL<br>OR CURRENT RESIDENT<br>226 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| EUGENE RAUEN<br>OR CURRENT RESIDENT<br>232 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| EARL RENNISON<br>OR CURRENT RESIDENT<br>238 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| WAYNE CAPPA<br>OR CURRENT RESIDENT<br>245 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>261 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| JOHN GALLEN<br>OR CURRENT RESIDENT<br>200 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>250 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| WILLIAM MAROUN<br>OR CURRENT RESIDENT<br>300 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>390 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| ROBERTA BAXTER<br>OR CURRENT RESIDENT<br>410 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| JAMES RICE<br>OR CURRENT RESIDENT<br>460 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>105 SEMINARY DR<br>MENLO PARK, CA 94025 | NOA |
| JOAN BRICCA-ZARO<br>OR CURRENT RESIDENT<br>240 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| YEO KIM<br>OR CURRENT RESIDENT<br>246 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| RESIDENT<br>197 RAVENSWOOD AVE<br>ATHERTON, CA 94027 | NOA |
| REBECCA PARTRIDGE<br>OR CURRENT RESIDENT<br>220 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| MEI CHUA<br>OR CURRENT RESIDENT<br>260 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>320 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>392 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| JEFFREY HURN<br>OR CURRENT RESIDENT<br>420 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>101 SEMINARY DR<br>MENLO PARK, CA 94025 | NOA |
| KEN WONG<br>OR CURRENT RESIDENT<br>139 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| MANDY CROUCH<br>OR CURRENT RESIDENT<br>242 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| PAUL FARMALD<br>OR CURRENT RESIDENT<br>260 OAK GROVE AVE<br>ATHERTON, CA 94027 | NOA |
| ANAND RAMI<br>OR CURRENT RESIDENT<br>37 RINGWOOD AVE<br>ATHERTON, CA 94027 | NOA |
| EVELINE RUNZE-MULLENNIEX<br>OR CURRENT RESIDENT<br>240 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| DONALD WALLACE<br>OR CURRENT RESIDENT<br>290 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| DAVID RUBIN<br>OR CURRENT RESIDENT<br>360 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| ARTHUR FORD<br>OR CURRENT RESIDENT<br>400 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| RENEE PYLE<br>OR CURRENT RESIDENT<br>440 RINGWOOD AVE<br>MENLO PARK, CA 94025 | NOA |
| CURRENT RESIDENT<br>109 SEMINARY DR<br>MENLO PARK, CA 94025 | NOA |
| RESIDENT<br>140 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| FRANK WANG<br>OR CURRENT RESIDENT<br>150 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| MELVIN BRITTON<br>OR CURRENT RESIDENT<br>167 TOYON RD<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| RESIDENT<br>182 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| RESIDENT<br>120 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>2 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>73 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| MARIE DREYER<br>OR CURRENT RESIDENT<br>153 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| TOD FORD<br>OR CURRENT RESIDENT<br>172 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| RESIDENT<br>198 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>92 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>1 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| JESSICA SUTTLE<br>OR CURRENT RESIDENT<br>162 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| SHAWN POWERS<br>OR CURRENT RESIDENT<br>177 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| MARY BERNHARD<br>OR CURRENT RESIDENT<br>199 TOYON RD<br>ATHERTON, CA 94027 | NOA |

| **Interested Individuals and Organizations (To be sent by the Sequoia Union High School District):** | **Materials Distributed** |
|---|---|
| CURRENT RESIDENT<br>50 TOYON RD<br>ATHERTON, CA 94027 | NOA |
| CURRENT RESIDENT<br>51 TOYON RD<br>ATHERTON, CA 94027 | NOA |

# APPENDIX I

# Written and Oral Comments Received on the Draft Program EIR

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: MAHS FMP Draft EIR
**Date:** Friday, May 15, 2015 3:01:39 PM

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Rosa

I'm forwarding emails that came in this week.

-Rosa
---------- Forwarded message ----------
From: **Thom Bryant** <thom.bryant@yahoo.com>
Date: Wed, May 13, 2015 at 8:30 AM
Subject: MAHS FMP Draft EIR
To: "ma-eir@seq.org" <ma-eir@seq.org>

**A1** I find the transportation impact element of the draft EIR inadequate. It does not appear to have studied the impact on Oakgrove from parents and students illegally parking. Nor does it consider alternatives that would minimize the impact on the Oakgrove/Middlefield intersection. I request that an alternative be evaluated, where the campus parking lot exit onto Oakgrove is closed and a fence installed to prevent students from exiting onto Oakgrove. **A2**

Thom Bryant
99 De Bell Dr
Atherton

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: MAHS FMP Draft EIR
**Date:** Friday, May 15, 2015 3:02:24 PM

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---------- Forwarded message ----------
From: **Woodson Martin** <woodson_martin@yahoo.com>
Date: Thu, May 14, 2015 at 9:06 PM
Subject: MAHS FMP Draft EIR
To: "ma-eir@seq.org" <ma-eir@seq.org>
Cc: Kelly Martin <kellywoodca@yahoo.com>

Mr. Matthew Zito
Chief Facilities Officer
Sequoia Union High School District
480 James Avenue
Redwood City, CA 94062

Dear Mr. Zito,

I am writing in response to the draft EIR for the proposed improvements at Menlo-Atherton High School.

Our residence in Atherton is directly opposite the school site at 580 Middlefield Road, Atherton.

Regarding impact NO1-1 (Implementation of the MAHS FMP would generate temporary, construction-related noise and vibration.)
and the proposed remediation: "Restrict construction work hours to the hours of 7:00 AM to 6:00 PM, Monday through Saturday"

We have noted that the proposed mitigation plan actually suggests extending the permitted hours of construction beyond the limits set in the Atherton building code. Those limits are as follows:

Construction Hours
Construction, deliveries, and or servicing of any item on site shall be prohibited as follows:

**B1**

Before 8AM and After 5PM on Weekdays
And no work on: Saturdays, Sundays and the Holidays listed below

| | | |
|---|---|---|
| New Years Day - January 1 | Martin Luther King Jr. Day - January 19, 2015 | President's Day - February 16, 2015 |
| Memorial Day - May 25, 2015 | Independence Day - July 4 | Labor Day - September 7, 2015 |
| Veteran's Day - November 11 | Thanksgiving - November 26, 2015 | Christmas Day - December 25 |

It is our view that no such extension is warranted and that the construction work schedule should respect the building code. Specifically we suggest that the mitigation plan be altered to replace the words:

"Restrict construction work hours to the hours of 7:00 AM to 6:00 PM, Monday through Saturday"

with the words:

**B1** "Restrict construction work hours to respect Atherton building code"

Thank you for soliciting feedback on the proposed plan.

Woodson & Kelly Martin
580 Middlefield Road
Atherton, CA 94027

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: MAHS FMP Draft EIR
**Date:** Friday, May 15, 2015 3:02:44 PM

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---------- Forwarded message ----------
From: **Stephanie Thomases** <stephanie.thomases@gmail.com>
Date: Fri, May 15, 2015 at 10:07 AM
Subject: MAHS FMP Draft EIR
To: ma-eir@seq.org

Dear Mr. Zito and others to whom this may concern:

I am writing with regard to the MAHS FMP Draft EIR. My family resides in the Menlo Oaks neighborhood.

**C1** It has come to my attention that the issue of parking, student pick-up, traffic and other pedestrian/bike issues at the Ringwood Avenue/Arlington Way/Menlo Oaks Drive intersection is not part of the Draft EIR. I believe that this intersection needs to be part of the EIR and that the issues need to be addressed as part of the EIR.

**C2** The issues largely stem from the fact that parents of M-A students park in the no-parking zone on Arlington Way between 3:00 PM and 3:30 PM every school day. When they do so, they impede car, bike and pedestrian traffic along Ringwood Ave, Arlington Way, and Menlo Oaks Drive. It is a confusing intersection to begin with and there are no sidewalks, bike lanes or shoulders. Once the cars park in the no-parking zone on Arlington Way, especially when they do so close to Ringwood Ave and Menlo Oaks Drive, the intersection becomes extremely dangerous. There are many elementary and middle school-aged kids who bike home using Ringwood Avenue. As they turn right onto Arlington Way, they are forced to bike into the middle of the road to avoid parked cars. As they do this, cars are often coming in both directions in the middle of the road since that is the only open space. Complicating issues, some cars are coming from Menlo Oaks Drive or turning onto Menlo Oaks Drive and others are proceeding in either direction on Arlington Way. It is literally an accident waiting to happen – and these are 8- to 12-year-old kids on bikes. The problem worsens at the M-A dismissal bell because then there are high school students crossing Ringwood to get to the cars illegally parked on Arlington Way. For 10-15 minutes every school day, it is utter chaos in the area of Ringwood Ave/Arlington Way. It is incredibly dangerous and completely counter to the Safe Routes to School programs at our local schools.

The truth is that all of Menlo Oaks is heavily impacted by the parking, both illegal and legal, and the traffic to/from M-A (and other schools) every day. One of the ways many families

**C2** have tried to mitigate these issues is having their children bike or walk to school. But the situation created by M-A parents and students has made it less safe for these kids and families.

I hope that M-A will do the right thing and include the Ringwood Ave/Arlington Way/Menlo Oaks Drive intersection in the EIR. Then it should be dealt with so that it is safe for kids to walk and bike to school, and so that the Menlo Oaks neighborhood does not become the place of a senseless injury or worse to one of these children.

Regards,

Stephanie Thomases

301 Arlington Way

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: FW: MAHS FMP Draft EIR
**Date:** Monday, May 18, 2015 3:41:52 PM

---

Hi Chris,

Here is another email from the EIR email account.

-Rosa
---------- Forwarded message ----------
From: **Carmack, Mary Ann MD** <carmacm@pamf.org>
Date: Mon, May 18, 2015 at 11:23 AM
Subject: FW: MAHS FMP Draft EIR
To: "ma-eir@seq.org" <ma-eir@seq.org>
Cc: "Ramona Collyer (rmurray@rsqrdc.us)" <rmurray@rsqrdc.us>

398 Menlo Oaks Drive

Menlo Park, CA 94025

5/18/15

Mr. Matthew Zito

Chief Facilities Officer

480 James Avenue

Redwood City, CA 94062

RE: MAHS FMP DRAFT EIR

Dear Mr. Zito:

We live in the Menlo Oaks neighborhood and have observed significant traffic Issues related to Menlo-Atherton High School, as outlined below. These severely impact our quality of life and safety.

**Current Problems:**

**D1**

1. Congestion, illegal parking, and UNSAFE pick-ups and drop-offs occurring at the confluence of Ringwood, Arlington, and Menlo Oaks Drive
2. Students park their cars on Menlo Oaks Drive and Coleman Avenue rather than using the school parking lot – there has been a significant increase in the past few years

**D1**

3. Students and parents use the Menlo Oaks residential neighborhood to cut through on trips to and from the school—often speeding
4. Parents circle through the Menlo Oaks neighborhood multiple times during school dismissal times to rendezvous with their child for pick up

The above problems will only get worse as the high school expands in size.

**D2**

**Suggested Solution:**

The school should provide ON CAMPUS drop off and pick up. This would mitigate all of the above problems.

Sincerely,

Mary Ann Carmack & Rod Derbyshire

398 Menlo Oaks Drive

Menlo Park, CA 94025

Phone: 650 323 4816

May 20, 2015

Board of Trustees
Sequoia Union High School District
480 James Avenue
Redwood City, CA

Re: Draft EIR, Menlo-Atherton High School Facilities Master Plan

Dear Members of the Board:

The Draft EIR has many problems, not the least of which is its treatment or non-treatment of the Traffic and Transportation subject. Effectively, there were no substantive solutions or mitigations proposed. The purpose of this letter is to propose several solutions which deserve to be studied and possibly adopted.

**Parking….Before construction, during construction, and after**

**E1** The Draft EIR recognizes the deficiency of parking now, before construction. Typically, twenty or more cars park in the Menlo Oaks neighborhood daily during school hours on Menlo Oaks Drive and Coleman Avenue. Many more are circulating, using the adjacent streets of Ringwood, Arlington Way, Menlo Oaks, and Coleman for pickup and discharge, creating all sorts of problems. How much worse will it be during construction and after all the added student population? As construction is scheduled to go on for several years, a significant action must be taken NOW. Clearly the final EIR must include major changes which address the problem. **E2**

Suggested Solutions During Construction might include:

**E3** -Rent the "Christian Science Church Parking Lot," which is directly West of the M-A HS campus. It can be safely accessed by car from the West off Ravenswood before the Middlefield intersection. It can be safely exited at the traffic light at the Middlefield-Ringwood intersection. It can be safely accessed on foot at two points, the Ravenswood-Middlefield traffic crossing, and the Middlefield-Ringwood corner. Parents could SAFELY pick up and discharge students within the lot, not blocking any street right-of-way.

Experience with this lot might teach the value of such a lot--this one or a similar one constructed within the campus. Or, just buy it!

**E4** -Utilize the Oak Grove "Fire Lane" on the North-East back side of campus. This wide right-of-way could be paved and arranged to open into the back side areas of the campus. There could be SAFE one way ingress from the Atherton Oak Grove side, then leading to a safe pickup and discharge area within campus, exiting onto Ringwood at the far Southeast corner of the present campus. Note that this also could be a permanent solution. Note that this solution would not involve the present parking lots with their own entrance and exit problems!

Permanent Solutions:

The Draft EIR correctly points out the current shortage of parking areas, but does not propose solutions. Clearly, there are several:

-Build a two-level parking structure on campus, similar in height to those at the Stanford Shopping Center. This structure could be accessed from either Oak Grove or Ringwood, as mentioned above. This structure could be designed to facilitate drop-offs and pick-ups as well. It would just be another two-story building.

**E5**

-Build an underground parking structure. Note the underground structure being built on the Stanford Campus adjacent to the Recreation Center and the rebuilt Roble Gym.

-Build additional single level parking on campus. There is space.

**E6**

-As some 48% of the M-A HS student body comes from West of El Camino, as noted in the Student Survey included in the Draft EIR, contract with Sam Trans for several morning and evening buses which would originate and return within West Menlo Park.

In summary, the Draft EIR is far short of offering mitigations for the serious problems which exist and which are about to be much worse. The Trustees should demand better work!

Very Truly Yours,

Rodney L. Derbyshire
398 Menlo Oaks Drive
Menlo Park, CA 94025
650-323-4816.
rodhkr@yahoo.com

c. Mr. Matthew Zito

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: MAHS EIR
**Date:** Thursday, June 4, 2015 8:14:49 AM

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---------- Forwarded message ----------
From: **Johnston, Jon** <JonJ@menlofire.org>
Date: Wed, May 27, 2015 at 4:18 PM
Subject: MAHS EIR
To: "ma-eir@seq.org" <ma-eir@seq.org>
Cc: "Schapelhouman, Harold" <harolds@menlofire.org>

Mr. Zito,

I am writing to respond to the Draft EIR report on behalf of the Menlo Park Fire Protection District.

**F1** The Fire District is in agreement with the report that the Master Plan improvements to the site, Section 3.3.7 Public Services, will not result in adverse physical impacts from new or altered public service facilities. The MAHS FMP would not result in a new or altered land use that would require new fire services or facilities.

Thank you!

**Jon Johnston**

**Fire Marshal**

Menlo Park Fire Protection District | 170 Middlefield Road | Menlo Park, CA 94025

(650) 688-8431 | (650) 323-9129 FAX

Jonj@menlofire.org | www.menlofire.org

***Mission Statement: To protect and preserve life and property from the impact of fire, disaster, injury and illness.***

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: MAHS FMP Draft EIR
**Date:** Thursday, June 4, 2015 8:15:01 AM

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---------- Forwarded message ----------
From: **Hinda Sack** <hindasack@gmail.com>
Date: Mon, Jun 1, 2015 at 6:47 PM
Subject: MAHS FMP Draft EIR
To: ma-eir@seq.org
Cc: Remona SBC <remonam@sbcglobal.net>, MODA_Board@menlo-oaks.org

Thank you for complying with the statutory requirements for publicizing this DEIR and for providing opportunity to view it in hard copy. Your staff was very accommodating when I went to the high school to look at the EIR.

**G1** As a resident of the 100 block of Arlington Way, I believe I should have been receiving special notifications about this project. I do not recall any such communication from your offices. I think this is representative of the entire lack of focus on the Menlo Oaks, (San Mateo Co) community in the DEIR. This is an alarming oversight. I am especially interested in the analysis of transportation impacts and projected congestion along Ringwood and all its intersections. I was dismayed to find no analysis of the intersections along Ringwood that are within the Menlo Oaks, San Mateo County area. Please address these omissions in the final draft. **G2**

**G3** Much of the congestion and many of the safety issues at peak drop off and pick up times apparently stem from the high percentage of students being dropped off and picked up. While mention was made of the need to collaborate with local public transportation to improve service to and from the High School, I didn't see any detail about what kind of schedule changes would be recommended or requested based on schedule needs. I saw that there was an intention to address these issues, but no details. I find it hard to view this document favorably without that information.

I didn't see any mention made of any on campus carve out pickup and drop off and for public transportation. Carve outs would keep congestion off the streets around the school and increase safety for students and residents as well. I saw statements about directives to students (quoted below) about parking and driving on residential streets, but no details.

"The District and MAHS staff shall prepare and implement a formal, written policy outlining student loading and unloading procedures for the MAHS Campus. The policy shall:

• Describe the student loading and unloading areas at MAHS Campus•Contain a map depicting student loading and unloading areas• Explicitly describe that off-campus student loading and unloading on Oak GroveAvenue, Ringwood Avenue, and other nearby streets is admonished and discouraged by MAHS.

As part of this policy, MAHS staff shall, upon receipt of a complaint regarding off campus student loading and unloading, strive to identify and dissuade the individual responsible for the off-campus loading or unloading from repeating their activity."

**G4** I saw plans to incentivise carpooling and to use class loyalties to engage students in competitions that

**G4** would address transportation issues. I saw intentions to reconfigure the drop off routes to minimize local street congestion. But I did not see any plans to increase on campus student parking despite an anticipated increase in enrollment. I would like to understand why there are no such plans in this DEIR.

**G5** Providing safe routes to school is essential. Per the report, Ringwood from Middlefield to Bay, "located in the town of Atherton, would carry near term traffic volumes lower than the roadway capacity outlined in the Town General Plan". Does this include bicycle and pedestrian as well as automotive traffic? The bike lane along Ringwood is barely adequate for pedestrians and bicyclists to share at peak times. The Toyon/Coleman/Ringwood quasi-T-intersection is a nightmare for drivers, pedestrians and students alike at the end of school. I understand that this DEIR need not address current conditions, but any further impact to that intersection, which is sure to come, will likely move it from dicey to dangerous.

We have a similar situation building up at the corner of Arlington and Ringwood. Parents and students have identified that intersection as an unofficial drop off/pick up location. This year the increase was quite noticeable. This is not a safe place for such activity. With construction on campus and increased enrollment I foresee more of this unless locations for pickup and drop off along the southern edge of the campus are carved out **before** the rest of the construction proceeds. Please add an analysis of this to your final draft. **G6**

**G7** Finally a general comment. I was disappointed in the scope of this DEIR. The discussion of the negative impact on Coleman between Ringwood and Willow is representative. The report acknowledges that there will be a negative impact on that road. It goes on to say that there is nothing that can be done about it because of the costs of land acquisition necessary to enhance the route. Part of the problem on Coleman at the end of school is that it is also a walking route but there are no sidewalks and the roundabouts narrow the roads. Students walking in packs further slow traffic and create hazardous conditions for themselves and drivers. This is partly a behavioral issue that could be addressed. If you had solicited those who live in the Menlo Oaks neighborhood for our observations and opinions, I suspect that other solutions would have emerged.

**G8** The focus of this DEIR is narrow, based on current construction plans and legal guidelines. I understand that this is a program and not a project DEIR. However, I had hoped to read a more detailed analysis of what the School District has done or plans to do to coordinate with neighbors and other relevant public agencies in Menlo Park, Atherton, and San Mateo Co. in an effort to address mitigations that may lie outside the school district's power to mitigate without such coordination. I had hoped to see the incorporation of SRI development plans. I had hoped to see a more detailed discussion of the anticipated impacts of the reconfiguration of the Willow/101 interchange as it will affect traffic patterns in the area and impact the commute of many students. I had hoped to see more comprehensive recommendations for upgrading public transportation to/from the school or the development of public/private transportation. I had hoped that the school would act as leader/coordinator of the disparate interests and agencies. I had seen this as an opportunity for the entire community to work together with the school to create conditions that would maintain student safety and the quality of life both on and off campus. **G9**

Respectfully,
Hinda G. Sack
100 Arlington Way
Menlo Park, 94025

J. MARTY BRILL, JR.
226 OAK GROVE AVENUE
ATHERTON, CALIFORNIA 94027

May 30, 2015

Mr. Allen Weiner
President
Board of Trustees
Sequoia Union High School District
480 James Ave.
Redwood City, CA 94062

RE: Request for Provision of Written Notices
Menlo-Atherton High School Campus Facilities
Master Plan, CEQA Related Public Notices and Hearings

Dear Mr. Weiner;

H1 I am a resident of 226 Oak Grove Ave. in Atherton, located immediately adjacent to the northwesterly boundary of the Menlo-Atherton High School Campus. Although, I've recently become aware of the subject Master Plan, I've yet to receive public notices respecting the Plan or the District's activities in the fulfillment of its obligations under the California Environmental Quality Act. I am writing to request written provision of all public notices issued in connection with the subject Master Plan and CEQA compliance. Notices should be sent to me at the letterhead address above.

Sincerely,

J. Marty Brill, Jr.

CC: Laura Martinez, Trustee
Sandra Rick

**From:** Christina Lau
**To:** Christopher Dugan
**Subject:** FW: MAHS Facilities Master Plan EIR: More photos
**Date:** Monday, June 8, 2015 2:34:37 PM

Here is the message from Joan.

**From:** Joan Dove [mailto:jmdove16@comcast.net]
**Sent:** Sunday, June 07, 2015 5:13 PM
**To:** Christina Lau
**Cc:** Jim Daughn
**Subject:** Re: MAHS Facilities Master Plan EIR: More photos

Jim can be available any time except June 10 from 9:30-11:00. Pls call his cell at 650-862-3835 make arrangements to get into our yards. He can escort you around the neighborhood.

**I1** We are vehemently opposed to the building of the 2 story, 37 foot D-E wing along our fence lines. We will make public comments about that by June 22nd. Surely, the building can be moved toward the center of campus ( B/C Wing) or where the basketball courts are currently.

Let us know what date is best for you. Maybe start the afternoon of June 10th and leave time for extra visits the following week if neighbors aren't available.

Thanks.

Best,
Joan Dove
Sent from my iPad

On Jun 5, 2015, at 4:26 PM, Christina Lau <lau@traenviro.com> wrote:

> Hello Again Oak Grove Avenue Neighbors,
>
> We plan to deploy some balloons at the G-wing and new D/E classroom buildings and would like to access your yards again for more photos. We anticipate coming out sometime in the morning when it is less windy.
>
> We are looking at the following dates and want to see if these work for you as well:
>
> June 10, 12, 17, 18, or 19.
>
> We would also like to reach out to Kenneth Cundy or the current resident at 230 Oak Grove Ave. If anyone could forward this email to him and send me his contact information, I'd really appreciate it.

Thank you for your time,
Christina

_____
**Christina Lau**
*Project Manager*
**MIG | TRA Environmental Sciences, Inc.**
545 Middlefield Rd., Ste. 200
Menlo Park, CA 94025
Office: 650-327-0429
Direct: 650-463-1682
www.traenviro.com | www.migcom.com
PLANNING | DESIGN | COMMUNICATIONS | MANAGEMENT | TECHNOLOGY | SCIENCE

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: MA Draft EIR comments
**Date:** Monday, June 15, 2015 8:14:48 AM

Hi Chris,

Here is another email from the EIR account.

-Rosa

---------- Forwarded message ----------
From: **Richard Collyer** <rcollyer@rsqrdc.us>
Date: Thu, Jun 11, 2015 at 10:13 PM
Subject: MA Draft EIR comments
To: ma-eir@seq.org

Richard Collyer

President of Menlo Oak District Association
441 Arlington Way
Menlo Park, CA 94025
650-327-2806
rcollyer@rsqrdc.us

June 10, 2015

Mr. Matthew Zito
480 James Avenue
Redwood City, CA 94062

Dear Sir:

I would like to comment on the Draft EIR for the Menlo-Atherton High School construction project.

To begin with, I understand that the high school is required to move forward with the construction due to the expected growth that is not going to be stopped.

This said, I believe that the draft EIR and the accompanying conversations with the surrounding municipalities provides an important opportunity for all involved parties to work together to resolve some significant traffic issues that surround Menlo-Atherton High School.

Some of the possible changes that can be considered are:

**Ringwood Bus Stop:**

J1

Currently there is a bus stop on Ringwood between the MA parking lot gates near Middlefield. There are two problems with this location:

1. Students have to cross the pickup/drop-off lanes in order to get to it and cross the

J1

parking lot.

2. When the bus is there waiting for students to board, it is still out in traffic and blocking cars from getting to Middlefield.

J2

If this bus stop was moved to the tennis courts (across from Arlington Way) and inset more, than it can address both of the above issues.

J3

**Pickup/Drop-off Lane(s):**

The pickup/drop-off lane is only a single lane going from Ringwood to Oak Grove. If this were structured more like the pickup/drop-off lanes at all of the Menlo Park City School District campuses, than it would be more likely to be used. As it is setup today, the one lane (and occasional pull-outs) do not allow for those who have their student to quickly head toward Oak Grove. Instead they have to wait for those waiting for students.

J4

**Pickup on Arlington and Menlo Oaks:**

Currently the intersection of Ringwood, Arlington Way, and Menlo Oaks is a cluster during the afternoon pickup. The combination of parents circling the streets, parked in the middle of intersections, students walking across the screen, students riding their bikes on and across Ringwood, makes for a very dangerous combination. Also, this particular intersection covers 3 or 4 different jurisdictions (I have yet to get a clear picture).

J5

There are a number of simple changes that can be made, which I believe could help. Currently if the County residents are forced to come up with their own solutions without the help of Menlo Park, Atherton, and the high school, the results could make life a great deal more difficult for everyone. I have heard some fairly extreme solutions proposed that probably would not be allowed by the County, but they are still being considered. I believe that as a team, we can come up with workable solutions that will not create nightmares for someone else.

J6

**Coleman Ave.:**

Bottomline, Coleman is a mess. During pickup and drop-off at both Laurel and MA, the backup is significant. It is also a secondary parking lot for MA students during the day - except that there is NO room on the sides of that street for anyone to park.

J7

I don't have any good options for this street, but I believe that with the right people in a room (Menlo Park, County, Traffic Engineers, yourself, MPCSD rep) we can brainstorm ideas and all get on the same page about what the constraints are and what the options might be.

Given some options, the Menlo Oaks District Association can go to the neighbors and rally neighborhood support.

**Oak Grove and Middlefield intersection:**

This intersection is not well structured for cars to exit from campus. I have heard a number of proposals from MPCSD, Menlo Park, and Atherton that could help improve this intersection. Improvement of this intersection should help improve the pickup/drop-off lane use.

As a team, we should be able to come up with a workable solution and figure how to fund the necessary change.

**Student and Staff Parking:**

**J8** It is my understanding that parking on campus is limited to Juniors and Seniors. I also have heard that the parking lot near the gym is not always open. As a result, our neighborhood becomes the secondary parking for students. Especially those who are sophomores who have just turned 16 and those who have after school sports.

I have also noticed that frequently the MA parking lot is not full.

I don't have a great ideas for addressing this, but do believe that something can be done without the Menlo Oaks neighbors having to resort to No Parking signs everywhere.

**Staggered schedules with MPCSD:**

**J9** I know that MA and MPCSD work to stagger their schedules and this is greatly appreciated. I encourage MA to strive for more stagger - especially toward the end of the school day.

No one of these will address the larger problems surrounding Menlo-Atherton High School, but if all of the agencies work together, and work to address the above issues, than I believe a significant positive impact can be made. I encourage you to help facilitate the conversations, so we can all enjoy our area, instead of being frustrated by the traffic.

Sincerely yours,

Richard Collyer

President of Menlo Oak District Association

**From:** Polly Berquist
**To:** Christopher Dugan
**Subject:** Re: Wednesday, June 17 - Images of MAHS from neighboring yards
**Date:** Thursday, June 18, 2015 12:06:13 PM

Chris,

**K1** As I'm sure you're intimately familiar with the EIR, can you point me to the section(s) that explain how the decisions were made as to which buildings would become 2 story?

On Thu, Jun 18, 2015 at 11:17 AM, Christopher Dugan <dugan@traenviro.com> wrote:

> Hello Oak Grove Neighbors,
>
> Thank you again for your help with the balloon trials yesterday. We will forward the emails we have received since yesterday to Matthew Zito; however, it's best if you exclude me (dugan@traenviro.com) from communications that do not provide a direct comment on the EIR.
>
> As Joan notes, the comment period for the Draft EIR closes this coming Monday, June 22nd.
>
> Chris
>
> **Chris Dugan**
> *Senior Project Manager*
>
> **MIG | TRA Environmental Sciences, Inc.**
> 545 Middlefield Rd., Ste. 200
> Menlo Park, CA 94025
> Office: 650-327-0429
>
> ---
>
> **From:** Joan Dove [mailto:jmdove16@comcast.net]
> **Sent:** Wednesday, June 17, 2015 7:02 PM
> **To:** Polly Berquist
> **Cc:** Jim Daughn (jimdaughn@gmail.com); jmb@freestoneprop.com; topsybauchop@yahoo.com; stephie.johnson@sbcglobal.net; wjohnson@mayerbrown.com; Christopher Dugan; ANITA BRILL; Tom

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
http://www.dot.ca.gov/dist4/

*Serious Drought.*
*Help save water!*

June 19, 2015

SMVar032
SCH# 2015022020

Mr. Matthew Zito
Sequoia Union High School District
480 James Avenue
Redwood City, CA 94062

Dear Mr. Zito:

**Menlo-Atherton High School Facilities Management Plan – Draft Environmental Impact Report**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system; provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities.

Additional comments may be forthcoming pending further review of the project.

***Highway Operations***

**L1**

1. Cumulative + project (Scenario 6) 95th percentile queuing analysis shows added traffic from the project will result in inadequate storage capacity for the following intersections:
    a. #15 Willow Road (SR 114) and New Bridge Street,
    b. #20 Willow Road (SR114) and Coleman Avenue, and
    c. #22 Willow Road (SR114) and Middlefield Road.

   Please provide mitigation measures for the inadequate storage capacities. We will gladly meet with you to discuss highway projects where fair share funds could be contributed.

**L2**

2. The Traffic Impact Study (TIS) shows traffic congestion along El Camino Real (State Route 82) is due to lack of lane capacity. The added traffic from the project, along State Route (SR) 82 will increase this congestion and delay. This impact will need to be mitigated. El Camino

Real can be restriped to provide a third through lane in both directions, which could mitigate this impact.

L2

3. To mitigate impacts, the TIS proposes dual left-turn lanes and several new traffic signals within the state right of way (ROW). The new signals must comply with the signal warrants and be approved by Caltrans. Please submit the SYNCHRO analysis for review.

***Pedestrian and Bicycle Safety***

L3 Walking and bicycling routes to the campus should be evaluated regarding their safety and directness. The school district should work with the City of Atherton to plan and fund projects or treatments, such as striping, signage or signals, recommended through this evaluation.

Caltrans encourages a Transportation Demand Management Program that includes documentation for monitoring vehicle trip reduction, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel patterns of students and staff within the project area.

L4

***Encroachment Permit***

L5 An Encroachment Permit is required for work in the state ROW, and Caltrans will not issue a permit until our concerns are adequately addressed. Please be advised that further operational analysis and safety measures could be required. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Mr. David Sallady, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: http://www.dot.ca.gov/hq/traffops/developserv/permits/.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

**COUNTY OF SAN MATEO**
**DEPARTMENT OF PUBLIC WORKS**

**James C. Porter**
Director

**County Government Center**
555 County Center, 5th Floor
Redwood City, CA 94063
650-363-4100 T
650-361-8220 F
www.smcgov.org

June 19, 2015

Mr. Mathew Zito
Chief Facilities Officer
480 James Street
Redwood City Ca 94062

**RE: Menlo Atherton High School Campus Facilities Master Plan-Review Comments**

Dear Mr. Zito:

Thank you for the opportunity to review Draft Environmental Impact Review (DEIR) for Menlo Atherton High School Campus Facility Master Plan. The following are the items we would like to bring to your attention:

**M1**

1- Parking: We could not find a parking analysis in the DEIR. The Facility Master Plan proposes a total of 2600 students by the year 2020 which is an increase of 460 students along with additional staff members.
According to parking generation guidelines published by the Institute of Transportation Engineers, a public high school with 2600 students would require an average of 599 parking spaces. This is significantly higher than the spaces provided. On page 2 of Volume 1 of the DEIR, provided parking is stated as 485 spaces, however, on page 99 of the Transportation Impact Analysis in the Volume 2 of the DEIR it is stated as 497 spaces. Please provide clarification on the final number of parking spaces provided on site. In addition, please address how the school will mitigate for this impact including any discussions on parking structure(s).

San Mateo County requirements prohibit any off-site parking that can impact county maintained roadways. There is already a problem with students parking in the residential areas in unincorporated San Mateo County. According to the parking survey published in the DEIR, over 3% of students currently park off campus and while the percentage may remain the same, the number will only increase as the number of students increases without additional on-site parking.

Please revise the DEIR to include a detailed parking study. Please provide adequate parking on-site to prevent any students, staff or other school related vehicles from parking off campus and in the residential streets surrounding the school.

**M2**

2- Circulation in neighboring streets: It has been observed that parents circulate the neighborhood excessively during pick up drop off times to avoid the congestion on-site and onto Middlefield Rd/Oak Grove Ave intersection. In our meeting on May 21, 2015 there was a discussion on possible improvements to the Middlefield Rd/Oak Grove Ave intersection. This was not addressed in the DEIR. Please revise DEIR to address the circulation issues in the neighborhood and any

**M3**

**M4**

TO: Zito
RE: Menlo Atherton High School Campus Facilities Master Plan-Review Comments

DATE: June 19, 2015

Page 2

**M4** potential safety improvements such as crossing guards, additional signage, etc that could be included with this proposal.

Please contact Hanieh Houshmandi at hhoushmandi@smcgov.org if you have any questions or concerns on the items above.

Sincerely,

Diana Shu,

Road Operations Manager

CC: Simone Rick-Kennel, Principal, Menlo Atherton High School

Karl Losekoot, Admin. Vice-Principal, Menlo Atherton High School

James Porter, Director, San Mateo County Public Works

Joseph LoCoco, Deputy Director, Roadway Services, San Mateo County Public Works

**Joan Dove & Jim Daughn**
**214 Oak Grove Avenue**
**Atherton, CA 94027**

Dear School Board:

We dispute many of the findings in the MAHS FMP EIR. We are directly impacted by the expansion plans for the campus in terms of traffic, noise, aesthetics and environmental issues.

We are very concerned about the "Incremental Change" to our environmental quality brought forth by the FMP, compounded with previous campus development that was not addressed in the EIR.

**California Environmental Quality Act (CEQA)**
**Division 13. Environmental Quality Section 2100-Legislative Intent Excerpts:**

1. …The ***capacity of the environment is limited***
2. …The maintenance of a ***quality environment for the people of the state***…is a matter of statewide concern.
3. It is necessary to provide ***a high-quality environment*** that at all times is ***healthful and pleasing to the senses and intellect of man.***
4. …the Legislature ...shall regulate such activities so that major consideration is given to protecting environmental damage, while ***providing a decent home and satisfying living environment for every Californian.***

**Lack of Transparency by Menlo Atherton High School and Sequoia Union High School District:**

- Oak Grove Neighbors are a major stakeholder in any development and change at MAHS. Not one of us was asked to be part of the Site Master Plan Committee.
- Despite several discussions with Matt Zito from MAHS and the neighbors, no mention was made of constructing a 37' high, 300' long, 2-story E Building along our fence lines. Erection of the 5 classroom buildings within 5 feet of our fence lines was never disclosed as no EIR was completed. Yet, this project clearly affects the neighbor's environmental quality during and after construction.

N1

- The 2 story G Building design was never discussed with the neighbors. It is massive in bulk and needs to be minimized in height. A 37' building would be viewed by all the Oak Grove neighbors.
- At the Notice of Preparation of an EIR Public Scoping Meeting on 2-26-15, no word was mentioned by Zito or the EIR Consultants about the proposed large, 2-story E Building along our property lines. This building would impose significant environmental impact on the neighbors.
  We learned of the plans for the future E Building when the EIR Consultants came to visit our homes to evaluate the impact of the FMP in preparing the EIR.
- **SUHSD's lack of disclosure raises concerns of Abuse of Discretion by a public agency under the CEQA Act-Section 21168.5.**

## Specific EIR Comments:

**Mitigation Measure AES-1A & 1 C- New Building Design and Setbacks from Residential Property Lines:**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

We disagree completely that constructing any 2 story design along our property lines is "Less than Significant". A 2-story building will invade our privacy, block our views of the sky and create a "large wall" effect for our sight-lines. Oak Grove Avenue homes are located in a residential, park-like setting. Constructing a large 37' building alters our landscape, privacy, natural setting, environment and quality of life.

**N2**

In order for the impact to be Less Than Significant, the mitigation needs to be:

1) No 2-story building can be constructed within 1,000 feet or sight of the neighbors' views. The proposed G Building is too tall and needs to have a lower height.

2) The Existing E Building is 50 feet from our fence. Any new or replacement buildings cannot be any closer than their current location and must remain the existing height.

3) Move the proposed 2 story E Building to another location on campus. Construct it between the current B and new G buildings. ***It violates all CEQA requirements to place the 2-story E Building along the neighbors' property lines.***

**Mitigation Measure AES-1D-Preserve Visual Screening:**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

**N3**

1. MA must not remove the 2 oak trees between the E Building and fence lines near the H buildings. These trees provide shade and are an important to the natural aesthetic of our neighborhood.

2. No amount of screening will cover up a 37 foot, 2-story building. Moreover, MA will have to knock down the oak tree for the proposed E Building as it is in the center of it. Removing the oak tree alters our landscape, views, shade and park-like character. This devalues our property and living environment.

**Mitigation Measure AES-2A-Reduce Light & Glare:**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

**N4**

1. Any perimeter lighting will create a "Christmas-lights" effect along our fence lines. No amount of reducing light spillage and glare guards will diminish the effect of a string of security lights near our property. We live in a natural setting and that means darkness at night.

**Mitigation Measure AES-2-Practice Lights:**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

**N5**

1. Installing Practice lights will eliminate darkness and expose neighbors to light trespassing that we do not have now. We require their height be as low as possible to avoid light trespassing of any sort. We will obtain further information on their height.

2. Practice Lights also brings noise after dark and changes the character of our quiet-residential neighborhood when school closes.

3. Practice Lights should be off by 8:30pm (why would MAHS have kids practicing up until 9:30 at night? How is this healthy and safe for kids and families?)

4. Practice Field Lights should be used only for MAHS students, not outside groups. This would minimize light trespassing and noise issues.

**Mitigation Measure BIO-1A, 1B- Avoid & Minimize Tree Removal; Replacement:**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

**N6**

1. MAHS' removal of trees over the past decades has altered the landscape of our neighborhood and yards. The removal of large pine trees and oaks has reduced shade and exposed us to views of the MA roof lines, buildings and light fixtures. We are told the trees were "diseased", but all of us work hard to save our trees and keep them. MA needs to protect their trees-these trees have a significant effect on our surrounding environment.

   The Oak Grove neighbors look onto the MA campus' oak trees. The trees provide a natural habitat we value in Atherton, sound and light barriers and screening.

   MA has cut down at least five 90-foot pine trees and 4 large oak trees that affect the neighbors. Only 1 oak tree was replaced with a small tree that was then removed when the new "F" classrooms were put in. None of these trees have been replaced.

**Mitigation Measure NOI-1- Reduce Temporary Construction Noise**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

**N7**

We will be facing construction noise for the next 10 years based on capital projects in the FMP. This is not "Temporary".

Construction prep work and noise begins well before 7:00am on weekdays. This is unacceptable. We asked Zito to start at 7:30am, allowing for quiet prep work at 7:00am. Sometimes this is honored, sometimes not. It is a Significant Impact to the neighbors due to the duration of these projects over the next 10 years. We've endured it the past 6 years.

**Mitigation Measure NOI-2- Reduce Public Address System Noise Levels**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

**N8** Amplified noise across the campus pollutes MAHS and the neighborhood. With today's technology, PA announcements can be made inside buildings, not outdoors- except in emergencies. The neighbors all hear when Susie's Mom is waiting to pick her up or the Canned Food Drive will be taking place next week. It is loud and intrusive-and the volume violates the intent of CEQA.

**Mitigation Measure TRA-1A: Travel Demand Management**
***Level of Significance After Mitigation in EIR:*** Significant and Unavoidable

Agreed. Travel Demand around MAHS is heavy and will be heavier.

**N9** Sadly, the cavalier attitude of SUSHD at the May 20th Board meeting saying, "Traffic's already bad", is irresponsible. This attitude ignores the assault on the environment and quality of life for thousands of people in the surrounding community. MA students, parents, faculty and staff must all navigate choked roadways that are crowded and unsafe. The FMP will add to that even further. People cannot get to where they are going due to gridlock. ***It is a Significant Public Safety and Environmental issue that must be mitigated.***

**Mitigation Measure TRA-2: Reduce Off-Campus Loading & Unloading**
***Level of Significance After Mitigation in EIR:*** Less than Significant; should be "Significant"

"Walk a mile in our shoes." The current loading and unloading of students along the Oak Grove corridor is significant and dangerous. Parents park in our driveways, along the street, do 3-point turns while students stand in our driveways. Additional traffic as parents and students cut through side streets to avoid even more crowded streets creates an unacceptable traffic flow.

Adding more students and car trips created by the FMP will make the Oak Grove corridor even more crowded and unsafe. This impact must be mitigated-and it's significant.

The 8 above Impacts that should be changed from "Insignificant" to "Significant" means only 6 of the 16 Impacts are less than significant (not 14 as shown in EIR Draft). **Ten of the 16 impacts are Significant.** The Traffic issues are Unavoidable Impacts, a matter that SUSHD needs to take very seriously based on your CEQA duties and role in the Atherton, Menlo Park and surrounding community.

**Alternatives to the Proposed Project:**

1. **Build a New Campus at Another Site:**
   MAHS has reached its capacity, physically. The neighborhood cannot support further growth without seriously altering the environmental quality for the neighbors, surrounding community and MA families that must drive back and forth to campus.

2. **Reduce the Height of any 2 story Buildings in the FMP:**
   The height must include grade elevations and be much shorter in height to reduce their bulk and visibility from the neighboring properties. We live next to a low-rise school, not an office park.

**N10**

   Proposed heights of 37 feet are unnecessarily tall; shorter 2-story buildings that are 25' in height would reduce the visual impact on neighbors, reduce construction costs and save your bond money dollars for other projects.

3. **Locate any 2 story buildings in the Center of Campus, Away from Neighbors:**
   Locating any new, shorter 2-story classrooms away from the neighbors' fence lines saves trees, minimizes our visibility of the school and protects the residential and park-like setting unique to the community MA is located in. We are entitled to this under CEQA and expect SUSHD to fulfill the obligations of the law. ***No 2-story building can be built along our fence lines. This violates CEQA entirely.***

4. **Reduce the Scope of the Project to avoid tall, 2-story classroom buildings.**

We look forward to discussing these issues with you and MAHS further.

Sincerely,

Joan Dove & Jim Daughn

Joan Dove & Jim Daughn
415-640-1391
Jmdove16@comcast.net

**Office of the City Manager**
**Town of Atherton**

**91 Ashfield Road**
**Atherton, California 94027**
**Phone: (650) 752-0500**
**Fax: (650) 614-1212**

June 22, 2015

Mr. Matthew Zito
Chief Facilities Office
480 James Avenue
Redwood City, CA 94062

Re: Draft Program Environmental Impact Report for Menlo-Atherton High School

Dear Mr. Zito,

Thank you for the opportunity to review the Draft Program Environmental Impact Report (EIR) for the referenced project. The Town of Atherton Staff comments primarily relate to *Chapter 4: Traffic and Transportation* of Volume 1 of the EIR, dated May 6, 2015 and *Appendix C: April 2015 Transportation Impact Analysis* (TIA) of the referenced project. As presently constituted, the Town of Atherton believes that the Draft EIR and particularly the TIA are inadequate. We have the following comments:

**O1**
- The existing lane configurations shown for the Middlefield Rd/Encinal Ave intersection do not match the actual existing conditions. Please review to make sure the analysis reflects actual conditions, and revise as needed.
- The existing lane configurations shown for the El Camino Ave/Encinal Ave intersection do not match the actual existing conditions. Please review to make sure the analysis reflects actual conditions, and revise as needed.

**O2**
- Please describe how the results of the school survey were verified and clarify why the survey was necessary as compared to utilizing only the driveway counts.

**O3**
- Please describe how the calculated ratio (via driveway counts) of AM Peak to School PM Peak trip generation rates for the site compare to similar facilities' AM Peak to School PM Peak ratios.
  - Please clarify if it is normal for a high school to generate approximately twice as many trips during its AM peak period as it does during its PM peak period.
  - Does this potentially unique 2:1 AM to PM peak period trip generation impact the calculated daily trip generation rates?
  - If the trip generation ratios are not within the normal range, adjustments should be made.

O3
- 24 Hr driveway counts throughout a weeklong period may become necessary to obtain a firmer understanding and more accurate peak period and daily trip generation rates.

O4
- Please show how the results of the Trip Distribution method utilized (a combination of MAHS boundary residential density and the City of Menlo Park's *Circulation System*) compares to the actual addresses of existing and projected students.

O5
- Prior to allowing expansion, vehicle drop offs and parking on Oak Grove Ave, adjacent to the school should be mitigated.

O6
- Please clarify how a number of intersection delays and LOS's could improve under the Existing plus Project conditions scenario over the Existing Conditions scenario.

O7
- A number of pending or proposed projects in Menlo Park (Derry Lane Mixed Use Project, the Facebook Campus Project (Willow Rd at Bay Front Expressway)) and Redwood City (103 Wilson St, 299 Franklin St, 900 Middlefield Rd, Marshall St office/retail proposals) among others should be considered in the future scenarios analysis.

O8
- Please provide information regarding the estimated Vehicle Miles Travelled (VMT) the proposed development is anticipated to generate.

O9
- Significant impacts to the following intersections (that are within or bordering Atherton) shall be mitigated to acceptable levels of service:
  - Middlefield Road/Fair Oaks Lane-Palmer Lane
  - Middlefield Road/Watkins Avenue
  - Middlefield Road/Encinal Avenue
  - Middlefield Road/Ravenswood Road
  - Bay Road/Ringwood Avenue-Sonoma Avenue
  - El Camino Real/Atherton Avenue
- Significant impacts to the following roadway segments (that are within or bordering Atherton) shall be mitigated to acceptable levels of service:
  - Middlefield Road between Ravenswood Avenue and City Limits
  - Ringwood Avenue between Middlefield Road and Bay Road
  - Ravenswood Avenue between Middlefield Road and City Limits

O10 In addition, the impact of parents and students illegally parking on Oak Grove Avenue does not appear to be studied as it should have been. Nor does the document consider alternatives that would minimize the impact on the Oak Grove Avenue/Middlefield Road intersection. We believe that an alternative should be analyzed where the campus parking lot exit onto Oak Grove Avenue is closed and a fence installed to prevent students from exiting onto Oak Grove Avenue. O11

Please address the above comments in the next version of the EIR and provide a copy of the TIA for our review. Thank you again for the opportunity to review the EIR for the proposed expansion.

Respectfully,

George Rodericks, City Manager

cc: Mike Kashiwagi, Community Services Director
Lisa Costa Sanders, Town Planner

June 22, 2015

Mr. Matthew Zito
Chief Facilities Officer
480 James Avenue
Redwood City, CA 94062

Re: Draft Environmental Impact Report for Menlo-Atherton High School

Dear Mr. Zito,

P1 As one of your closest neighbors, thank you in advance for your attention to our concerns, most of which center around the building of Future Phases. We completely support and agree with the traffic concerns that our fellow residents are voicing, but believe that among those many voices speaking to the traffic, the placement of the 37 foot building replacing the current C and D/E wings is being overlooked. We actually feel that the school is aware of the problem and is in fact purposely including an unfunded project in the EIR that has many other troubling issues so as to distract from the impact and lack of due diligence around this building from the community.

It is our position that the Future Phases portion of the FMP should be dropped from this EIR as they are not funded and have not been properly vetted by the community. A new EIR should be required when and if they are funded.

Our comments supporting this position are as follows:

**FMP Points**

P2
- Not a single neighbor was included in the Site Facility Master Plan Committee or listed as a "Stake Holder" thereby allowing no input at an earlier/cheaper stage of the process.
- Meeting summaries don't include any discussion of location of a 2-story building (though at 37' it could be argued they're the height of 3 stories above ground). How was the decision reached to build at that height at the absolute closest point of the school's property line and neighboring houses? ***See the picture in Appendix A of the impact of this building to 212 Oak Grove Ave.*** Also, note in that the trees in that picture are not likely to stay based on the comments discovered in the EIR.
- Meeting summaries did address the issues with Pride Hall and the central buildings on campus but not why those buildings weren't the ones chosen to be replaced instead of repaired.

Below are the comments that illustrate the lack of proper research as to where to place the new building and in incomplete EIR process as the traffic issue over shadowed this other very significant impact.

**EIR Points**

P3
- **S.1.3** - The existing G-Wing is described as "situated near the center of the campus, just south of the campus' existing practice football field". It is situated south of the practice field, but is at the mid-point of the camps not the center. The Library, B-wing, D-wing (south ends of both) and The Green are clearly the center. This is misleading to anyone judging the impact the construction will have on neighbors.

P4
- **Mitigation Measure AES-1C –** "Maximize Building Setbacks from Residential Property Lines" "Less than Significant" – Putting a 37' building within 50' of a residential property line is not "Less then Significant" by any stretch of the imagination. This is NO mitigation. This is simply more than doubling the height of an existing building and calling it a mitigation

P5
- **Mitigation Measure AES-**1D – "Preserve Visual Screening Around the Perimeter of the Campus" "Less than Significant" - Suggests they'll try to save 60' heritage oak trees, but can remove them if they plant something else. The oaks now only screen a portion of the planned building (and the building will be visible through the trees). There is no replacement screening that can replace a 60' tree. This is also not "Less than Significant"

P6
- **Mitigation Measure BIO-1A**: "Avoid and Minimize Tree Removal". – "Less than Significant" - The school has already killed and removed a heritage oak on our property when installing the fire road. They have no history of trying to save trees so this is an empty promise.
- **Mitigation Measure BIO-1B:** "Tree Replacement" – "Less than Significant" – The plan is to replace 60' high with a spread of about 50' heritage oaks with "48-inch box size" which would be approximately 16-17' tall with a spread of 9-11'[i]. The rate of growth of the California Live Oak is rated as "slow". It's maximum height at 20 years is expected to be 25'[ii], so the replacement trees are not even yet to the height of a 20 year old tree. Again, NOT "less than significant by any measure.

P7
- **Mitigation Measure NOI-1:** Reduce Potential Temporary Construction Noise Levels – "Less than Significant" "Restrict construction work hours to the hours of 7:00 AM to 6:00 PM, Monday through Saturday." We can tell you from experience that while they may not start hammering before 7am, they certainly start backing up trucks… repeatedly. As everyone is aware the sharp beeps of a truck backing up sound much like an alarm clock and we've heard them as early as 5:30am on other M-A construction projects.
- **Mitigation Measure NOI-1:** Reduce Potential Temporary Construction Noise Levels – "Less than Significant" Place a temporary sound barrier at the property line adjacent to the D/E, H, and F classroom building during demolition and building associated with the future phase, two-story

P7 classroom building. The sound barrier should be at least 8 to 10 feet high and shall use materials with a minimum surface density of 3 pounds per square foot (e.g., plywood) to achieve a minimum Sound Transmission Class (STC) of 25. Multiple layers of a sound barrier curtain can be used to achieve a minimum total 2lb/sq ft surface density (instead of 3 lb sq/ft). For rigid sound barriers and sound enclosures installed close to noise generating equipment, the inside face shall also be absorptive, with a minimum Noise Reduction Coefficient of 0.60 (e.g., 1 inch thick, 3 pound per cubic feet (pcf)). The sound barrier design shall be reviewed by a qualified acoustical consultant prior to installation to ensure proper function and attenuation is achieved." ***So a sound barrier shorter than existing landscaping and built from plywood to a STC of 25, which is the lowest STC sold where "Normal speech can be understood quite clearly[iii]" is going to block construction noise.*** Again, NOT less than significant and quite frankly not even remotely acceptable when that building is within approximately 100' of our master bedroom and construction equipment will be far closer.

P8
- **S.3** Alternatives To the Proposed Project includes finding a new site, doing nothing, or doing a "Reduced FMP" which would cover Phases 1 & 2 but suggests the only alternative to future phases would be 10-15 portables. ***The possibility of constructing the 2-story building elsewhere on campus was not even addressed,*** therefore we consider this draft to be incomplete.

P9
- **S.4 Known Areas of Controversy/Issues to be Resolved –** Addresses student loitering, but doesn't address that loitering will be more dispersed as the bulk of the classrooms will be on the far edges of the campus if G-Wing and the proposed Future Phase building is built.
- **S.4 Known Areas of Controversy/Issues to be Resolved –** Does not address the openly admitted placement of buildings in close proximity to residential neighbors. Was this assumed not controversial or not to be resolved?

P10
- **2.2.1** Existing MAHS Campus Facilities – The current I building has a maximum height of 30' above grade and is farther from homes, yet on the location closest to any home the intent is to build a building between 35-37'.

P11
- **2.3.5 Proposed Future MAHS FMP Projects – New Classroom Building** – "The District may need to remove three to ten trees to accommodate the new building, including a small number of large oak trees." There are only a small number of large oak trees between the neighbors and the proposed building, so in actuality they will be removing ALL Heritage Oak trees.
- **2.3.5 Proposed Future MAHS FMP Projects – New Administration, Student Services, and Student Union Building** – "The District may need to remove two to five trees to accommodate the new building." There is clearly no intent to save trees.

In the spirit of understanding that the students are coming and something must be done to keep things moving, we propose the following alternatives.

**Alternatives**

1. Drop the Future Projects Phase from this EIR. They are not funded and have not been properly vetted by the community. A new EIR should be required when and if they are funded.
2. Build up in the center of the campus not the edges. Specifically the buildings connected to Pride Hall, thus the visual focal point for campus visitors and students would be new and improved and the higher buildings would be as removed as possible from the neighbors. Do the capital repairs on the outlying buildings.
3. Move the new "C -D/E-H" building forward to be even with the Administration Building and turn the existing space into teacher parking to make up for what would be lost.

P12

Alternative 1 is the best alternative, because as demonstrated by #'s 2 & 3, this plan has not yet been thought out and is not being fully addressed by the current EIR.

Alternatives 2 & 3 make more sense that what is being proposed. #3 might also be a way to accommodate the growing traffic issue as a better routing plan could be developed, and #2 would be aesthetically more pleasing with the new administration building. Both would keep the bulk of the students attending classes more centrally on the campus making passing time easier for the students as they will have enough time between classes to get to where they're going, and easier for the school personnel to supervise as they would not have to be so spread out and likely save Heritage Oaks.

Sincerely,

Polly & Tom Berquist
212 Oak Grove Ave
Atherton, CA 94027

Cc: Alan Sarver, SUSHD Trustee
Chris Thomsen, SUSHD Trustee
Rick DeGolia, Atherton Councilman
Elizabeth Lewis, Atherton Councilwomen
George Rodericks, Atherton City Manager
Joan Dove, Protect Atherton's Residential Character

Appendix A

*Red box drawn through balloons marking Future Phase visible from 212 Oak Grove Ave. Current landscape screening is approximately 18' tall.*

[i] Rancho Encino Tree Farm http://www.ranchoencino.com/prices.htm
[ii] Garden Guides.com http://www.gardenguides.com/taxonomy/california-live-oak-quercus-agrifolia/
[iii] Acoustical Surfaces, Inc.
http://www.acousticalsurfaces.com/acoustic_IOI/101_23.htm

**J. MARTY BRILL, JR.**
226 Oak Grove Avenue
Atherton, CA 94027
June 19, 2015

Mr. Mathew Zito
Chief Facilities Officer
Sequoia Union High School District
480 James Avenue
Redwood City, CA 94062

RE: *Comments to the Menlo Atherton High School Facilities Master Plan, Draft Program Environmental Impact Report (State Clearinghouse #2015022020)*

Dear Mr. Zito;

I am a resident of 226 Oak Grove Ave, Atherton, and I am writing to comment upon the Draft Program Environmental Impact Report dated May 6, 2015 ("Report"), concerning the Menlo Atherton High School ("MAHS") Facilities Master Plan ("Project"). My residence lies immediately adjacent to and westerly of the MAHS campus. My rear property line is shared with the MAHS campus and lies immediately west of the proposed MAHS Phase One, two story classroom structure ("Phase 1").

My property is also situated northwesterly of and in direct view of a presently under-construction, single story building, labeled in Figure 2-4, " Existing Space Diagram" as " "Science Labs." This building is not "Existing Space," as indicated by its exclusion from Figure 2-3, MAHS Campus Map, and more significantly its non-existence in either of the aerial oblique on the first page of Appendix A to the Report ("School Data") and the "MAHS Existing Campus Aerial," also found in Appendix A. These Science Labs did not exist at the outset of the drafting of the Report, and were not nearly complete as of the Report's issuance. Clearly this building should have been included in the scope of the Project and should not be counted among existing buildings, or exempted from the mitigations proposed for new improvements. The premature commencement of construction of this building and the 66 hour work week required for expedited completion, appear to be singularly motivated by the Sequoia Union High School District's ("Applicant's") desire to sidestep the setback mitigations, as proposed in the Report, and which unquestionably should have governed the siting of this building. **Q1**

The Report should be appended to reveal that the "Science Lab" building is a phase of the Project, being erected prematurely for the purpose of evading mitigations of this Report related to siting/screening, constructed to within ***SEVEN*** feet of the rear property line of the adjoining residential property, to a height unreasonable in such circumstances and without provision of effective landscape screening, all in material contradiction CEQA requirements and of the Report's proposed mitigations. The Science Lab building dominates the back yard views from three of the adjoining private residences, permanently and materially impairing the views, ambiance and real property value of each.

*I am writing to lodge my formal objection to:*

- *the siting of the Science Lab building, the two-story, Phase One Building and the Academic Classroom/Lab Building, the critical setback dimensions, building heights and environmental impacts of which cannot be adequately ascertained by the information provided in the Report,*
- *the surreptitious manner in which the Applicant has attempted to evade CEQA compliance in respect to the planning and construction of the Science Labs building,*

Q1

- *the outrageously insufficient Report (as described in detail below), and*
- *the intended taking of certain economically valuable, private property rights without compensation, by virtue of the imposition of environmental impacts, for which the Project makes no provisions of adequate mitigations, the means of which are within Applicant's complete authority and control.*

* * *

The Report is insufficient in respect to the requirements of the California Environmental Quality Act ("CEQA") in the following respects;

- Purpose/Justification
- Scope/Description
- Impacts/Mitigations, and
- Project Alternatives

PURPOSE/JUSTIFICATION

Q2

The Report describes the motivation for the proposed Project as classroom and other improvements to the MAHS campus necessitated by a projected increase in student enrollment by some 436 students at MAHS over the next five years. The Report identifies the source of this projection only as the Applicant's demographic consultant's forecast. The Report does not include a copy of the forecast, information concerning the methodology employed in the derivation of the report's conclusions, or even the name of the consultant (whose name I hereby request). *Absent provision of the detailed underpinnings of this forecast, including the basis of its underlying assumptions and probability range, (which I also hereby request)the public is denied the opportunity of testing/verifying or examining; a) the motivating justification for the Project generally and the scope/extent of the proposed improvements in particular, b) whether or not the purpose of the Project should be deemed sufficiently justified to meet the criterion for "overriding considerations" with respect to the full extent of Project related, significant, unavoidable, environmental impacts to be borne by the public generally, and its immediate neighbors in specific, and c) whether the forecast contains information necessary to evaluate the feasibility and environmental impacts of the Report's selected Project Alternatives.*

SCOPE/DESCRIPTION

Q3

Based on the information provided in the Report, the scope of the Project far exceeds the claimed justification, despite the exclusion of the new Science Labs. Furthermore, the Report fails to adequately identify, define and locate (with appropriate dimensions, including elevations and setbacks) all of the Applicant's proposed improvements, such that the public is denied the opportunity to consider and evaluate; building setbacks, planes of vision (sightlines) and related impacts, the results of which are dependent on the location of improvements. The Applicant's reliance upon, massive, office building like, two story structures to fulfill its needs and at the same time failing to provide for any additional parking and ignoring traffic effects resulting from the supposed increase in enrolment by an additional 436 students brings the credibility of Applicant, the Project and the Report into question The Project is a slap in the face to the Town of Atherton, its neighbors generally and a thoughtless, heart breaking, environment changing, property value crushing, imposition on the home owners to the project's immediate west.

DEFINED TERMS

Q4

The Report fails to define certain key words and phrases, necessary for clarification/understanding of siting impacts. For example, the critically important term "Maximum Building Height" is not appropriately defined. Section 2.2.1 vaguely describes the height of existing buildings, including the Proposed New (two story)

Building I, in terms of distance between "maximum height (i.e. top of the roof)", and "grade." The Report further stipulates that the "maximum height" of New Building

One will be approximately 30 feet. Such descriptive language is grossly inadequate and misleading as to public understanding of the appearance of the New Buildings. Clarity requires thoughtful definition of such key terms and phrases as "Maximum Height" and "grade", as would be found in the zoning ordinance of the Town of Atherton, or along the lines of the following:

a) Maximum Building Height. A proper provision restricting Maximum Building Height would be described as follows: "No building shall be erected, the overall height of which exceeds XXX feet as measured from Average Natural Grade (defined in paragraph b) below), to the highest element of such structure, including but not limited to: roofing materials, parapets, heating and air-conditioning equipment, ducting, vents, equipment screens, antennae, telecommunications equipment, and signage." Absent such clarifying language, roof mounted equipment, screening and the like could increase an allowed building height by as much as 30% and the construction of building pads elevated above Average Natural Grade ("ANG") could add another 10-15% of height, significantly altering the actual impacts on views, and ambiance. The Report should be revised to clarify the Maximum Building Heights of all proposed structures.

Q4

b) Average Natural Grade. Although not otherwise defined, the term "grade," as used in section 2.2.1 of the Report, *inappropriately implies* the existing grade upon which a building is to be erected rather than the *ACTUAL FINISHED GRADE AS MAY BE DIFFERENT THAN THE EXISTING GRADE* (i.e. the elevation of the building pad after import and compaction of fill, base rock and vapor barrier materials). As drafted, the use of the undefined term, "grade," serves to deprive the public of a basis from which to determine the *ACTUAL VISUAL IMPACTS* of the new buildings.

Properly, any reference to measurement of Building Height or Maximum Allowable Building Height should refer to the height above "Average Natural Grade" ("ANG") as is described in the Town of Atherton zoning ordinance. ANG is typically described as the average of natural grades, found, and calculated, within the boundaries of improvements proposed to be constructed, as such grades existed *prior* to human disturbance. If such grades have been disturbed from their natural state, the Applicant should be required to provide evidence substantiating the claimed ANG beneath any proposed new building.

Only by providing building heights which account for the overall height of a building above ANG and inclusive of all roof mounted structures and equipment is the public enabled to determine the visual, aesthetic, light and sound impacts of new buildings.

c) Approximations: The use of approximations respecting maximum building heights and minimum property line setbacks as employed in the Report is antithetical to the public's understanding of visual, sound, aesthetic and privacy impacts arising from the Project and imposed upon the quiet enjoyment of neighboring residents. Absent the stipulation of minimum dimensions, especially those related to setbacks and building height, there can be made no accurate findings as to related impacts.

TREES

Q5

The Report fails to include a tree survey, identifying the location, size and character of all trees presently existing within the Project area, the identification of those trees which are to be removed as contemplated by the

Project, and the specifications of proposed replacement trees and their location. In the absence of a tree survey and an overlay thereof reflecting proposed removals and new plantings, the public is denied an opportunity to understand the impacts and proposed mitigations related to the removal of existing trees. Oaks and other mature trees presently on the MAHS campus are of such significance to the ambiance of the campus neighborhood that the preservation of such trees should be accorded a higher standard than proposed by the Report. The siting of new buildings should take into account the preservation of mature oaks. Among the measures required for such oak preservation, should be the Applicant's retention of an arborist of appropriate skill, experience and reputation for the purpose of preparing a plan for such protection and making periodic inspections during periods of demolition and new construction, and providing written reports, available for public review, of conditions relevant to such protection. Among the most prominent visual mitigations required of the Applicant should be the provision of a landscaping plan addressed specifically to the planting and irrigation of new trees, sited so as to have immediate impact on the screening of views toward all of the new buildings (including the Science Labs building) both from and into the yards and homes of residential properties to the west of the Project

**Q5**

SCOPE

*The new building areas of the Project are materially greater than the increased enrollment would predict.* According to the Report, the existing student body of 2,167 presently occupies a 233,214 square foot campus, which, inclusive of all administrative, food service, gymnasium, performing arts and assembly facilities amounts to 108 square feet of building area per student. The Report reveals the net, new building area of the proposed Project as 89,770 square feet. Such area includes no expansion of gymnasium, performing arts or assembly areas, yet equates to some 206 square feet per additional student, nearly twice the present area required to educate the present enrollment. Nowhere in the report is there justification for such overbuilding. Absent reasonable justification, the proposed new square footage of the Project should be correspondingly reduced

**Q6**

Parking. The Project scope inexplicably fails to incorporate provisions for adequate, *onsite* parking for both the existing and projected requirements of MAHS student, faculty and administrative personnel ("Requisite Parking"). The Report fails to adequately disclose the significant environmental impacts arising from the shortage of onsite parking of the proposed Project. The number of required onsite parking spaces should be calculated in conformance with the standards of local municipal zoning ordinances, if any, and in compliance with generally accepted standards for such occupancies. The Failure to include the costs of the provision of adequate automobile parking from the Project budget, improperly disguises accurate comparisons of Project Alternatives. The full extent of environmental impacts resulting from the shortage of onsite parking are not fully accounted for or disclosed.

**Q7**

The failure of the Project to provide for Requisite Parking shifts the burden thereof to the public in general and to those living and working in the immediate neighborhood of the Project. Such burden includes the crowding of very limited, neighboring, on-street parking, and the illegal use of both private parking lots and neighboring streets, many segments of which streets have long been designated "No Parking Zones." Hence, in the absence of the provision for adequate onsite parking for the campus as a whole, it is reasonable to project significant public expense for the enforcement of parking restrictions within the residential environs of the Project and the impact of incrementally greater than anticipated peak hour traffic to account for traffic cruising neighborhood streets in search of alternative public parking. The provision of Requisite Parking on the MAHS campus is within the power of the Applicant and should be included in the scope of the Project. There are no rational "Overriding Conditions" which can serve to justify the Applicant's failure to provide the Requisite Parking.

Lighting of Tennis Courts and Practice Soccer Fields. The Report provides no nexus between the projected growth of student enrollment and the development of lighted practice soccer fields and lighted tennis courts. Furthermore, the Report fails to adequately address the significant impacts on neighboring properties imposed by the construction/installation of such facilities, especially the cumulative impacts arising from the attraction and massing of non MAHS student persons to the MAHS nighttime campus environs. The Report provides no evidence that, such facilities are needed by either the present or projected student body of MAHS. Given the unanticipated extent of night time usage of the illuminated football field by groups, unrelated to MAHS, it is not unreasonable to project similar, non-student, evening usage of the proposed lighted facilities by unaffiliated entities and individuals. Such impacts include the effects of the imposition of large area lighting cast upon and/or visible to neighbors of MAHS, and the imposition of significant, additional, noise, nighttime traffic and parking on local streets. Given the proposed extent of all night-time (illuminated) campus facilities, inclusive of the football field, campus activities should be expected to extend to 16 hours (or more) each day, seven days a week, 365 days a year, with after-school hours usage predominated by persons not otherwise related to the school. Such operating hours and extracurricular activities are not appropriate to the MAHS neighborhood environment or to the core purposes of the Applicant. To date, the Applicant has exercised little control over the non-student usage of the football field night time facilities, resulting in unwanted night time neighborhood noise impacts from unmonitored and excessively loud public address systems, and frequent early morning field lighting. The additional proposed lighted sports facilities may be reasonably predicted to add to the light halo magnetism of the MAHS campus as an all night, public playground for individuals having no MAHS affiliation. The Report proposes no viable plan to manage, supervise, administer or control such nighttime usage of the MAHS campus. The Report suggests no limitations or restrictions on usage of these facilities, or accounting of the potentially significant, uncontrolled and potentially dangerous impacts in consequence thereof. No local police or sheriff's department assumes authority to regulate, control or intervene in respect to rules, regulations, or other mitigations required of the Applicant in respect to the nighttime activities at MAHS and as of this date no such department has responded to neighborhood resident requests to do so.

**Q8**

IMPACTS/MITIGATIONS

The Report fails to properly assess and describe full extent of the Project's significant environmental impacts bearing upon the nearest of its residential neighbors. Similarly, the proposed mitigations for those impacts which are identified, fall well short of any reasonable standard of adequacy, clarity, or enforceability, despite the Applicant's unfettered ability to make design and other changes to the Project to enable significant sight, view, sound and ambience impacts mitigations. It is unreasonable for neighboring property owners to bear the economic cost of lost property values arising from negative impacts, the mitigation of which the Applicant has the means with which to achieve. *The Report provides no compensation to these disproportionately, negatively impacted property owners for the public taking of the economic value of views, quiet, privacy and ambience as may result from any deemed "overriding considerations."*

**Q9**

- SOUND

A) Construction Noise: The District began construction on the Science Labs building during the period of the Report's preparation, and, without apparent consideration of its residential neighbors, has permitted its contractors to work from 7:00 AM to 6:00 PM, Monday through Saturday, despite considerably narrower limits on the hours of operation provided in the ordinances of the Town of Atherton and the City of Menlo Park (neither of which municipalities is empowered to enforce). Not only has the noise from such activities been audible *within* the homes of

**Q10**

Q10

such neighbors, the volume has significantly and unreasonably impacted the quiet enjoyment (including sleep) within such homes and yards by their occupants. The Report identifies neither relief nor mitigation of such intrusive sound impacts, for the balance of the Project during the ten year build-out program contemplated in the Report. Put into perspective, absent the implementation of significant mitigations and the diligent monitoring and enforcement thereof, seniors, such as I among the Project's neighbors, face the prospect of unreasonable intrusion of construction noise into our yards and homes for periods of 11 hours each day, six days a week for so long as we may expect to live.

Q11

B) Announcement Amplification System Noise: The sound monitoring report reflects NOTHING of the existence and neighborhood impacts attributable to the MAHS public address system. The proposed augmentation of the existing, outdated and intrusive outdoor, public address system of MAHS has been represented as a necessity for student safety communications. The Report fails to address alternative means of communicating such information, which are currently employed, and others which could be employed to accomplish effective mitigation. In reality the present system is rarely, if ever, employed to communicate matters of emergency or student safety, and which any event serves as a redundancy to the interior/classroom broadcasts by the same system. The Report fails to note that the present broadcast system is employed indiscriminately for announcements of the broadest and often most trivial nature, including a recent airing of rap music, and occasional announcements addressed to narrowly populated student sub-groups. Broadcast volumes are inadequately regulated, to the extent that sound from the system reaches well beyond campus boundaries and into the homes and yards of MAHS's residential neighbors. The sole related mitigation for this intrusive broadcasting suggested by the Report, is to direct the broadcast of sound from new speakers (mounted on new buildings) away from neighboring residences, with the unsupported objective of maintaining the status quo ante of the impacts of the broadcasting system as a whole.

The significant neighborhood impacts of this system, as employed by MAHS, include frequent intrusions of broadcast sound upon the quiet and peaceful occupancy of neighboring homes and yards, the associated diminution of aesthetic qualities of the local environment, and related economic loss to property values. MAHS has demonstrated no ability or great interest in the operation, maintenance or regulation of its current system upon the impacts upon neighboring residents. The extent to which MAHS has been unable/unwilling to meaningfully regulate these broadcasts and their associated impacts, including those which degrade the quality of life of the Project's neighbors in their own homes, justifies mitigation in the nature of the elimination of exterior public address broadcasting entirely. It should be noted that the Applicant has the means by which to economically employ alternative, non-impacting, student announcement facilities.

Q12

(C) Athletic Facilities Public Address System: The amplification system installed for outdoor sports announcing at the MAHS football stadium has likewise resulted in significant intrusion upon the quiet enjoyment of their homes by residential neighbors of MAHS. Installed under the assurance of limited use for MAHS campus requirements, notably, a half dozen night football games each season, the stadium, its night lights and public address system have been, in practice, predominantly employed by unaffiliated licensees of MAHS. Furthermore, MAHS has exercised little or no effective oversight respecting the usage of these systems, whether by MAHS or its licensees with respect to volume or hours of operation. Such night time sounds and lights are particularly intrusive upon the neighborhood quiet and peaceful occupancy by its contiguous residential neighbors. The Report makes no mention of the changed environmental impacts of this facility, including forecast intensification of use as a consequence of projected increases in MAHS enrollment and the materially changed conditions respecting the advent and extent of third party, non school activities usage, which is both permitted and encouraged by the Applicant. Any mitigations or duties to exercise control over these facilities, as may have been resolved by litigation or otherwise, appear vacated in practice, with the passage of time. Such changed conditions in the context of the Applicant's planned expansion of on-campus, nighttime athletic

facilities(Soccer and Tennis), warrants the inclusion of mitigations for the football field sound system (and related lighting) in concert with those mitigations/controls applicable to the sound systems, if any, and night lighting of the practice soccer field and tennis courts.

**Q13** D) General Noise: The introduction of two story academic buildings, with exterior stairways and balconies as proposed, expose residential neighbors to impacts from the shouts and sounds of students emanating from sources above the barriers of fences and buildings.

**Q14** E) Noise From Evening Activities: The proposed introduction of lighted tennis courts and soccer fields implies additional nighttime MAHS campus usage by students and the public generally, introducing a new and unaddressed additional impact of nighttime noise on the residential neighbors of MAHS. With the addition of additional night time facilities come also the impacts/intrusions of sound from additional traffic and parking on the nearest streets as well as the sound of cheers and jeers of participants, supporters and attendant bystanders.

- LIGHT

**Q15** Evening and night-time lighting of sports fields and second story classrooms are impositions on the ambiance of the neighborhood, which materially and negatively impact the views from the homes and yards of the residential neighbors of MAHS. The Report fails to recognize the extent of such impacts and offers mitigation only as to the shielding the direct light sources illuminating areas beyond the MAHS boundaries. MAHS's historical failure to regulate the usage of the football field lighting system, whether for MAHS sponsored events, or those of its unaffiliated licensees, demonstrates the fallacy of ill defined, self governance as a form of mitigation of lighting impacts. Contrary to the promises of MAHS, use of such lighting appears indiscriminate over a broad range of usage by the school and its unregulated licensees and for periods extending well beyond the hours of usage originally contemplated. Regulation of athletic facility lighting, with the exception of lighting for school-wide events should be at a minimum controlled by automatic time clock controls and mandated maintenance of such devices. Provisions for the enforcement of such requirements by local police agencies should be mandated.

- AMBIANCE/PRIVACY

**Q16** Among the most treasured values enjoyed by the residents of the Town of Atherton are the Town's aesthetic qualities, quiet and privacy, afforded by the Town's strict adherence to a zoning ordinance stipulating very low density residential lots, extensive setbacks and protections of back yard and pool area privacy. The Report represents that the erection of massive, two story buildings of indeterminate overall heights, constrained by undisclosed setbacks from residential properties are consistent with local zoning, and by inference consistent with the ambience of the community and immediate neighborhood. Such is untrue. To the extent that views from the second story windows thereof afford views into the rear yards and rear facing windows of its residential neighbors and that the buildings themselves impose such extensive visual impact on views from such properties and shading of sunlight in the yards thereof, such buildings significantly and impact the quiet enjoyment of the neighboring residences and the property values upon which such quiet, privacy, peaceful enjoyment and aesthetics are dependent.

**Q17** Among the most critical measures relevant to mitigating impacts to ambiance, privacy, sightlines and sound is the establishment of minimum building setbacks. Sound planning principals have evolved which recognize the need for increased setbacks and buffers as between residential and non-residential land uses. Mitigation Measure AES-1C in Table S1 Summary of Significant Impacts acknowledges the value of setbacks in these respects, yet suggests that minimum setbacks will be "*Approximately* 35 feet

(but, in any event not less than the setback of the nearest " E Building" to be replaced)" . *Notwithstanding such purposely vague and ill defined minimum setbacks, the Report further proposes exemption from such limitations/mitigations for buildings which have previously been designed. The inclusion of this exemption signals that some, if not all, proposed buildings have already been designed. Yet, the Applicant has not revealed to the public which buildings qualify as "designed" and what may be the setbacks for such buildings. Thus, the language and meaning of this critically important Mitigation Measure would seem intentionally vague and misleading. The public is provided with none of the information which is known to the Applicant and required to assess the impacts of building setbacks and locations.*

**Q17**

*By the clever wordsmithing of this and related proposed mitigations, the Applicant is free to apply its own meanings to such critical terms as "design" and "grade" and "height" so that every proposed new building may be deemed "designed" and exempt from apparent siting mitigations setbacks.* There is no valid purpose served by the exemption of "designed" buildings from setback requirements.

*ABSENT THE PROVISION OF INFORMATION CONCERNING "PREVIOUSLY DESIGNED" BUILDINGS PLANS AND THE INTENDED PROXIMITY OF SUCH BUILDINGS TO NEIGHBORING PROPERTY LINES, THE PUBLIC IS DENIED A BASIS FOR UNDERSTANDING THE EXTENT OF THE AESTHETIC IMPACTS OF THE PROJECT.*

The Report purports to mitigate the offsite visual impacts (as seen from Middlefield Road), of the bulk of the large, two story structures, by the inclusion of second story windows, exterior stairways and second story patios. Given the siting of these buildings, the views from Middlefield Road are the least critical of all offsite views, and the design elements which are most pleasing from the Middlefield Road perspective are, significantly, most objectionable to the most critical and impacted views to and from the residences to the west of the Project. *Among the significant negative aesthetic impacts of the new two story buildings upon the residential neighbors to the west are the views FROM the second story windows, balconies and stairways into the heretofore private back yards and living spaces of such residences.* The report fails to identify, consider or mitigate such negative impacts. Mitigations of such impacts are readily available, and of minimal, if any, extra cost, including; the siting of these massively designed structures further east on the MAHS campus, and the elimination/relocation of windows, patios and exterior stairways from sightlines toward the residences to the west.

**Q18**

Given the 38 acres of the MAHS campus, the Applicant has ample opportunity to design new building improvements, which do not so selectively, negatively and heartlessly impact its immediate neighbors.

- TRAFFIC:

The proposed Project contemplates no material increases to the presently inadequate onsite parking facilities, no improvements to currently dysfunctional onsite traffic circulation and the related impacts on neighboring streets and intersections. The Report recommends no mitigations to impacts upon offsite traffic congestion, congestion to which the Applicant is already among the largest single contributors. The Logic by which the Report excuses the Applicant from contributing to the mitigation of traffic and parking impacts of the Project is unacceptable. The notion that the traffic impacts from increased enrollment will accrue whether or not the Project is constructed is misleading at best and is patently false, absent the Applicant's unilateral actions to generate similar incremental traffic impacts via the construction of "temporary classrooms. " As employed in the Report, the No Project alternative is, in reality, an alternative building plan, contrived to suggest the *permanent* housing of the same growth in the enrolled students, employing the tenuous gambit of erecting temporary building structures, as a

**Q19**

Q19 means by which to circumvent the purposes of CEQA. The Applicant is possessed of the capability of managing the "predicted" influx of enrollment by any number of means, other than the erection of temporary buildings, yet it employs such contrivance to predict similar traffic impacts in the absence of CEQA controls, as an inappropriately self-serving justification of the proposed Project.

Q20 Among the many local impacts of increased traffic and parking requirements attributable to the Project, the Report fails to identify the impact of Project traffic and related activities on segments of Oak Grove Avenue, and specifically that cul-de-sac also named Oak Grove Avenue ("The Cul-De-Sac") lying westerly of the Project and northerly of the MAHS parking lot exit onto Oak Grove Ave. Given the current shortcomings of the MAHS onsite traffic circulation plan and the lack of plans for improvements thereto, significant traffic impacts to the Cul-De-Sac should be accounted for.

Q21 At present the congestion created by drop off/pick-up traffic on the MAHS campus results in significant congestion, illegal parking, and loitering on the Cul-De-Sac, which presently serves as a de facto, secondary location for pick-up and drop-off, school related traffic. The most prominent problems occur in the afternoon, as drivers use this *narrow* street for parking, while awaiting student arrival for pick-up. Although the entire Cul-De-Sac is signed for "no parking at any time," drivers park both in private drives and in the street, while students awaiting rides loiter in the driveways, street and yards of the adjoining residences. Cars which are parked near to the Cul-de-sac intersection with Oak Grove Ave, pose hazards to residents seeking ingress and egress to Oak Grove Ave., by blocking sightlines and interfering with turning movements. Heavy school related traffic along the northwesterly segment of the narrow and lightly improved Oak Grove Ave. poses increased risk of vehicular conflict with pedestrians, joggers and bicyclists, which in the absence of public sidewalks are imposed near to vehicular traffic on the unpaved shoulders of the narrow traffic lanes.

PROJECT ALTERNATIVES:

The Report gives inadequate consideration to Project Alternatives. Furthermore, it ignores the several means by which the District is empowered to enable the economic feasibility of a new, high school campus or alternative school, including the power of imminent domain, the sanctioning of new, alternative schools and the modification of attendance boundaries.

Q22
a) NO PROJECT. The Report's conclusion that the No Project Alternative results in the same traffic impacts as does the proposed Project is outrageously contrived and supportable only to the extent that the Applicant, by its own actions, elects to evade the purposes of CEQA by pursuing a strategy of constructing temporary buildings, for *permanent* occupancy as previously described, an approach *believed* by the Applicant to be exempt from CEQA requirements. The No Project Alternative offers more serious consideration as a short term bridge to a more realistic long term solution unencumbered by the nearly unbearable social and economic impacts of the ill-considered, incremental renovation and expansion of the overburdened MAHS campus.

b) NEW CAMPUS. The Report's finding that there exists no site within the MAHS Attendance Boundary of adequate size or of affordable price upon which the Applicant could properly design and construct a new, viable high school campus is entirely unsupported, factually incorrect and highly doubtful.

* * *

CONCLUSION:

Q23 The failure of the Applicant to incorporate the Science Labs building in the scope of the Project and Report is an outrageous evasion of CEQA requirements. Furthermore, a thoughtful review of the Report provides the reader with the overwhelming impression that such Report was prepared as little more than a formality to the

foregone conclusion that the Applicant, acting as Lead Agency exercises in its sole discretion the unfettered, unilateral authority to; i) justify and approve the scope of the Project, ii) suggest and approve the adequacy of requisite alternatives to the Project, iii) identify and characterize the nature and extent of the significant environmental impacts of the Project, iv) propose and approve the nature and extent of requisite mitigations, and, ultimately to, v) establish and validate overriding considerations in justification for unavoidable environmental impacts for which the Applicant will be absolved of responsibility for mitigations. The Report provides less than the barest minimum of content appropriate to the satisfaction of CEQA requirements.

**Q23** As a matter of public policy the election of the Applicant to serve simultaneously as the Lead Agency, charged with CEQA compliance on behalf of the public, poses a burden on such Applicant/Lead Agency of scrupulous transparency and fastidious detail in the performance of Lead Agency responsibilities, including the sufficiency and accuracy of information required of and presented in both Draft and Final Environmental Reports under the provisions of CEQA as would apply to any unaffiliated, third party, Lead Agency. In its role as Lead Agency, the Applicant is <u>not</u> absolved of the obligation to protect individual property owners from the disproportionate, extra-judicial takings of property rights, without adequate compensation, <u>especially</u> as to such private rights and interests (including the peaceful enjoyment of their homes), the protection of which were intended by the framers of CEQA. Disappointingly, the Report is blatantly inadequate to such standards and purposes, giving every appearance of going through the motions of CEQA compliance, while posturing unsupported motivations in lieu of overriding considerations, generalities in lieu of facts, mitigations devoid of meaning and exemptions therefrom, which render the public in general, and certain heavily impacted individual stakeholders in particular, no means by which to adequately understand and evaluate Project related environmental impacts, and the feasibility of alternative measures available to the Applicant in mitigation thereof. In such general respects and others more specifically detailed herein, the Report fails to meet the purposes and requirements of CEQA.

**Q24** Last, I wish to comment further to my previous complaint to the Applicant/Lead Agency, regarding the lateness of my actual receipt of notice respecting the availability of the Report and such impact upon my ability to respond in the shortened timeframe of the Period for Public Comment. As one of perhaps a half dozen private property owners sharing a property boundary with MAHS in the immediate vicinity of the Project's proposed new construction, I was not accorded the benefit of delivery of written notice of Report availability and learned of such, approximately ten days following such availability. As result of such late notice, prior personal travel commitments during the review period (and in conflict with the June 22 hearing), and the extreme length of the Report, I have been disadvantaged in my ability to timely engage legal counsel and respond in complete detail.

I respectfully request that all matters raised herein be appropriately addressed prior to the circulation of any Final Environmental Impact Report concerning this Project.

**Sincerely,**

**J. Marty Brill, Jr.**

**CC: Nelson Crandall, Esq.**
**Town of Atherton**

**DON HORSLEY**

Board of Supervisors, Third District
County of San Mateo

June 22, 2015

Sheriff Greg Munks
San Mateo County Sheriff's Office
400 County Center
Redwood City, CA 94063

RE: Traffic Congestion and Parking in Menlo Oaks Neighborhood

Dear Greg,

I have been made aware of a neighborhood concern involving parking congestion in the Menlo Oaks neighborhood. According to local residents, the parking problem is created mostly by cars from the Menlo-Atherton High School and the Laurel Elementary School communities.

**R1** Apparently, the parking problem created by an overwhelming number of cars during the school year creates serious challenges for the neighborhood. There have even been complaints that California Water meter readers are not able to access the area's in-ground water meters. I have been told that the "Safe Route to School" area between Ringwood and Menlo Oaks is sanctioned as the main pedestrian and biking route to Menlo-Atherton and Laurel, although cars routinely ignore the No-Parking signs. There have been requests to increase these restrictions.

Some of the recommendations brought forward by residents include more detailed No-Parking signs with specific times relating to school hours. Residents have also urged the schools to educate their driving communities to be more aware of already existing regulations concerning
**R2** parking locations, littering and general safety issues.

I hope that you are able to work with the school districts and perhaps the California Highway Patrol to develop a comprehensive solution to what is clearly an escalating neighborhood problem in the unincorporated area of District Three. The neighbors are concerned for the safety of students as well as the livability of their community.

Please contact me if I can be of any assistance in addressing this issue.

Sincerely,

Don Horsley, Third District Supervisor
San Mateo County Board of Supervisors

Cc: Matthew Zito, Sequoia Union High School District
Mike Maskarich, California Highway Patrol
Atherton Police Department
Menlo Park Police Department

County Government Center
400 County Center
Redwood City, CA 94063

*Direct* (650) 363-4569
*Coastside* (650) 573-2222
*Fax* (650) 363-1856
*DHorsley@smcgov.org*

| | |
|---|---|
| **From:** | Menlo-Atherton Environmental Impact Report |
| **To:** | Christopher Dugan |
| **Subject:** | Fwd: Expansion to Menlo Atherton High School |
| **Date:** | Monday, June 22, 2015 8:14:00 AM |

---------- Forwarded message ----------
From: **Sue Marianacci** <suemar01@pacbell.net>
Date: Mon, Jun 22, 2015 at 6:52 AM
Subject: Expansion to Menlo Atherton High School
To: "ma-eir@seq.org" <ma-eir@seq.org>

**S1** As a parent of a M-A grad, parent of a current student and community member I am a supporter of the school. As a neighbor in the Menlo Oaks neighbor I am impacted by the traffic as students and parents drive to and from the school. In the past, the street in front of our home has been student parking every day. This situation was resolved as the building of J building became the lovely new PAC. I am hopeful you will continue to provide sufficient parking on campus.

**S2** Currently the intersection of Ringwood, Menlo Oaks and Arlington becomes a maze of pedestrian High School leaving school, elementary students biking home, cars parked at all angles and cars trying to drive through it all.

**S3** I am concerned that our representatives at the county level are uninvolved. Despite that fact, the residents of the Menlo Oaks district believe you should have sufficient transportation and parking available for your students and teachers. We also hope you will continue to consider the safety to those caught in the shuffle to and from your school both on campus and in the surrounding area on all sides.

I am so appreciative of the education that M-A provides, and am excited to see the changes to campus and population as the school grows. I trust they will be positive changes for the student body and for the community!

Sincerely,
Susan Marianacci
300 Menlo Oaks Drive
Menlo Park 94025
650 321-6959
Suemar01@pacbell.net

6/22/15

Matthew Zito
SUHSD Chief Facilities Officer
e-mail mzito@seq.org

Re: MAHS FMP Draft EIR

Dear Mr. Zito,

The current MAHS Facilities Master Plan (FMP) is missing the unique opportunity to address safety concerns and mitigate impact while improving safety, traffic flow, and parking for the future. The proximity of MA to the Menlo Oaks District neighborhood makes it an important subject for our residents, children and neighbors.

In reviewing the current Draft EIR I found surprising concerns:

T1 1. **Long-Term Parking** data is not adequately addressed for the expected increase in teachers and support staff is not apparently in the data collected for the TIA and Draft EIR. Current 'on-pavement' parking that interferes with traffic flow generated by school occurs on the following streets in Menlo Oaks District:
- Coleman
- Menlo Oaks
- Arlington
- Madison

T2 2. **Notice of Preparation (NOP)** residences within 500 feet of the MAHS distribution list did not include the 100 block of Arlington Way and all residents on Ringwood Ave. and Menlo Oaks Dr. were not consistently noticed.

T3 3. **Written comments on the scope-of-work** from public agencies for the Transportation Impact Analysis (TIA) does not acknowledge the jurisdiction of the San Mateo County (SMC) and excludes:
- Arlington
- Coleman
- Menlo Oaks
- Toyon

T4 4. **The Impact Analysis Scope** did not include Ringwood local street intersections:
- Ringwood/Arlington
- Arlington/Menlo Oaks
- Ringwood/Toyon
- Ringwood/Coleman

T5 5. **A Formal Traffic Study** was not incorporated in the report of campus ingress/egress, bus ridership data, carpool, busing drop-off/ pick-up and parking area locations with the primary goal of improving safety to minimize the impact of the increase in enrollment for the next 5

T5 years. No work is assigned to improve safety of the flow traffic, buses, pedestrian or bikes on campus in current FMP.

6. **Campus Access Safety:** The proposed FMP does not include any changes to vehicular, bicycle, or pedestrian access to the site. Intersections and roadway facilities evaluated for potential traffic impacts were off campus only. Every student riding a bus must cross the carpool lane, most enter a parking lot and with the exception of one bus all must cross a major intersection. Additional FMP-related traffic could increase conflicts between vehicles and pedestrians, bicycles, and emergency access personnel.

T6

By not including the above in the assessment of how students access MAHS safely, the current impact and recommendation improvements made falls short and must go further to change the FMP before the draft EIR is approved. The traffic and transportation improvements must go further to change the FMP to reflect safety concerns of the impact that the recent redistricting boundaries has triggered.

Please find below the items of issue not addressed in the FMP and some recommendations of improvement or mitigation:

**Traffic Conflict Resolutions:**

**SamTrans Bus Stop** in the segment on Ringwood Ave between Middlefield Road and Arlington Way, on the Atherton side of the street has a mini-bulb-out space. While a bus is waiting for students to board at this stop, it impedes the lane of traffic that turns right onto Middlefield. As the bus cannot pull fully out of the lane of traffic it directly interferes with the flow of traffic and that of the egress of the student parking lot.

**Solution 1**: Create more space for a full bulb-out in current location by moving school fencing back to accommodate entire bus similar to what was done on opposite side of street.

T7

**Solution 2**: Moving this one bus stop further back between the Senior & Tennis Court Parking lots seems a far safer location than the middle of the intersection. Bringing change is complex as the multi jurisdictional agencies involved in the intersection managed by Menlo Park, the bus stop by SamTrans, the pull out encroaches on the Atherton and MAHS easement and the new location of the stop would fall into the segment of the road way assigned to the San Mateo County transportation agency. I have contacted the various agencies listed above and request an assessment of their traffic personnel to observe the intersection during the drop-off and/or pickup area. I believe that the impact of moving the bus stop would make a marked improvement to the flow of traffic in the intersection

**SamTrans Level of Service** decrease may be why we increase in traffic on local streets. Many parents from MP and Atherton complain that there is standing room only on buses serving MA from EMP, EPA & RWC.

T8

**Solution 1**: SUHSD supplied SamTrans enough information (demographics) about the boundary changes to influence routes and level of service. Please contact Eric Harris, Manager, SamTrans Operations Planning before the end of June for implementation for Aug 2015.

**Carpool Lane:** Currently the carpool lanes are being under utilized by people picking students up at school due to the long wait times to leave campus once on campus due to congestion of all students walking west or taking the bus crossing the carpool egress or ingress at some point. People are finding it more convenient to park illegally on Ringwood Ave between Toyon Ave and the entrance to student parking or the Arlington Way/Menlo Oaks Drive intersection.

T9

**Solution 1:** Revamp the carpool system on campus from the circle in front of the Administration Building down to the egress to allow traffic to continue to flow by removing bulb-outs and adding lane from the fire road that goes behind the E Wing to Oak Grove. Creating three turning lanes at the school exit (1) left hand Middlefield Southbound only, (2) Oak Grove Westbound/Middlefield Northbound and (3) Oak Grove Eastbound.

**Solution 2:** Work with Town of Atherton to change the signal light at Oak Grove and Middlefield to work independently of eastbound traffic. Allowing for freer flow out of campus when the light is green for westbound traffic.

**Solution 3:** Work with Town of Atherton gain enough space via eminent domain to create a four lane traffic flow on the east side of Middlefield for Oak Grove. Allowing for three lanes of traffic going westbound (1) left, (2) straight (3) right for more traffic to flow from school grounds onto Oak Grove.

**Student Parking:** Students currently get into their cars after the bell and are allowed to leave the campus in any direction they choose at any time they wish. According to your data 73% of students arrive and leave campus via car. This puts 2,100 people walking and some biking on and off campus in conflict with the 300 student drivers on campus. Student drivers have access to both Ringwood and Oak Grove egresses.

T10

**Solution 1:** Enforce one way off campus flow of traffic of student driving traffic from senior lot and restrict with cones and personnel their exit from campus.

**Solution 2:** Carpool Only section of the senior parking lot in front of the tennis courts.

**Solution 3:** As part of the privilege of parking their vehicle on campus students in Carpool only exit from Student parking for the first 15 minutes after the bell, enforced by school personnel with school detention like consequences.

**Bicycle Cage Locations**: Currently the bicycle cages are appropriately located in areas where they are not accessible from main and senior parking lots or carpool. The access routes via the Gym and Tennis parking lots create less conflict with walkers, bus riders and drivers until they are in the bike lanes.

T11

**Solution 1:** Efforts should continue to place all bike cages along Ringwood as it has access directly to a bike line without crossing carpool. Moving bike cages towards tennis parking lot beside tennis courts, behind the boys locker room between K10, between Dance or entrance to Ayer's Gym.

**Student Safety, Traffic Flow and Parking:** Currently people are picking up student in unsafe locations off campus, including in the middle of the intersection, kids are dashing across traffic to jump in suddenly stopped cars. People illegally parked on Ringwood are coming into conflict with pedestrians on walkways and bicyclist in bike lanes. Students are parking off campus

T12

impeding the flow of traffic on local streets. This has created a culture of ignoring the safety of other students in order get your own student out of the area.

**T12**

**Solution 1:** The Menlo Park City School District (MPCSD) hired a part time Traffic Safety Coordinator, Susannah Hill to address the schools commitment to the critical issues for the District. I suggest that MAHS do the same, this person would act as a liaison to work with SamTrans, SMC Sheriff, City of MP and Town of Atherton, parents and students.

**Solution 2:** Real efforts must be to made separate the carpool vehicles in conflict with walkers and bus riders that must cross parking lot to reach streets. To decrease interaction between drivers, cyclist, walkers and buses by providing specific site identification for off-campus parking . See sample of MPCSD http://transportation.mpcsd.schoolfusion.us/modules/groups/homepagefiles/gwp/1602720/1573800/File/Safe%20Routes%20Maps/Laurel%20Elementary.01.SR2SMap.pdf?sessionid=831ea9e21d6cd19eeb3f27216b60ac21&60ac21&956274&sessionid=1bfc9b7541f211ce3cc5f6a6e2ae3759

**Solution 3:** Work with local police agencies to enforce existing laws or change street signage around school.

**T13**

Mr. Zito you and the SUHSD Trustees have a duty and must have the desire to act as good stewards toward the community outside the boundaries of the Menlo Atherton High School. I ask that the school district make a collaborative effort to identify impacts and partnerships around the safety concerns and work collaboratively with the appropriate jurisdictions and agencies: SamTrans, San Mateo County, Town of Atherton, City of Menlo Park and CHP. Along with working with parents, students, neighbors and drivers in addressing the identified impacts MAHS has on our community as a whole, please devote energy and effort to find solutions rather than declaring that nothing can be done to eliminate traffic congestion around school.

Sincerely,

Remona Murray
Menlo Oak District Resident

**From:** Menlo-Atherton Environmental Impact Report
**To:** Christopher Dugan
**Subject:** Fwd: MAHS FMP Draft EIR
**Date:** Tuesday, July 7, 2015 8:01:59 AM

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---------- Forwarded message ----------
From: **Diane Hailey** <dhailey1@me.com>
Date: Sat, Jul 4, 2015 at 11:20 AM
Subject: MAHS FMP Draft EIR
To: ma-eir@seq.org

**U1** I apologize for being outside the designated comment period but I would like to add my support for all improvements to MA. I love living near the school. However, I would also like planners to be aware that we, on Menlo Oaks Drive, are highly impacted by any parking shortage and would therefore appreciate it if you could bear that in mind as you proceed.

Thanks for all you do for our high school kids.

Diane Hailey

Approved Revised Minutes of Regular Meeting of the Board of Trustees
Sequoia Union High School District
Wednesday, May 20, 2015

**Call to Order**

The regular meeting of the Sequoia Union High School District Board of Trustees was called to order by President Weiner at 4:34 p.m., on Wednesday, May 20, 2015, in the Birch Conference Room at 480 James Avenue, in Redwood City, California.

**Recess to Closed Session**

The Board of Trustees recessed to Closed Session at 4:35 p.m. to:

a. CONSIDERATION OF STUDENT DISCIPLINES/EXPULSIONS

b. CONFERENCE WITH LABOR NEGOTIATORS, Agency Designated Representative: James Lianides; Employee Organizations: Sequoia District Teachers Association (SDTA), American Federation of State, County and Municipal Employees (ASCME)

c. PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE, pursuant to Education Code Section 54957

**Reception for Retirees**

Retirees and their special guests visited with Board and staff members. The retirees for 2014-15 included:

| | | | |
|---|---|---|---|
| Marcia Blondel | Pamela Cote | Andy Frederick | Betty Neil |
| Zaida Bowers | Howard Cotter | Anne Frost | Don Parry |
| Jeremiah Brodkey | Esperanza Del Rosario | Frances Huber | Glenal Pruitt-Johnson |
| Sarah Cane | Helen Elwood | Alice Kleeman | Parvin Rezvani |
| Patricia Clay | Katharine Finlay | Mona Klein | Adan Sanchez |
| | | | Kip Tircuit |

**Opened Public Session 5:35 p.m.**

President Weiner opened the Public Session of the regular meeting at 5:35 p.m. in Birch Conference Room at 480 James Avenue, Redwood City, California.

**Roll Call**

| **Present:** | **Absent** |
|---|---|
| Amanda Breslauer, Student Trustee | Laura Martinez |
| Carrie Du Bois | |
| Alan Sarver | |
| Chris Thomsen | |
| Allen Weiner | |

**Pledge of Allegiance**

Student Trustee Amanda Breslauer led the Board of Trustees and audience in the Pledge of Allegiance.

**Invitation to the Audience**

President Weiner welcomed the audience and explained that the Consent Calendar consisted of routine or previously discussed items to be considered as a unit and voted upon by roll call vote. He explained the Public Comment section of the agenda was for permitting members of the audience to make presentations about items not on the agenda.

**Approval of the Agenda**

On a motion by Trustee Thomsen, seconded by Trustee Sarver, the Board of Trustees approved the Agenda as amended.

**Report out on Closed Session**

President Weiner said the Board took action in Closed Session to unanimously approve, by a vote of four in favor, Trustees Du Bois, Sarver, Thomsen, and Weiner, with zero against, and Trustee Martinez was absent, to expel students numbered 2014-15-32, 2014-15-33, 2014-15-34, and 2014-15-35 (names to appear in official minutes)—expel for the spring 2014-2015 semester and the fall 2015-16 semester and established December 15, 2015, as the date the students may apply for readmission.

**Approval of Consent Calendar**

On a motion by Trustee Thomsen, seconded by Trustee Sarver, the Board of Trustees approved the Consent Calendar. Voting "yes,"— Student Trustee Breslauer; Trustees Du Bois, Sarver, Thomsen, and Weiner; voting "no"—none, and absent—Trustee Martinez.

**Approval of Minutes for 5/6/15, Board Meeting**

On a motion on the Consent Calendar, the Board of Trustees approved the amended minutes for the May 6, 2015, Board meeting.

**Approval of Personnel Recommendations**

On a motion on the Consent Calendar, the Board of Trustees approved the Personnel Recommendations and the Addenda as indicated.

| | |
|---|---|
| Approval of Field Trips | On a motion on the Consent Calendar, the Board of Trustees approved the field trip requests for Carlmont High School's Track and Field team to Fresno on June 5-7, 2015; Redwood High School's Independent Study students to Alcatraz on May 29, 2015; CTE students to Mexico on July 2-8, 2015. That the Board of Trustees ratifies the field trip request of East Palo Alto Academy students to Henry Coe State Park on May 15-17, 2015. |
| Approval of Construction Bids | On a motion on the Consent Calendar, the Board of Trustees approved the bid for the Transportation and Maintenance facility flooring project to R.E. Cuddie Company in the amount of $61,675, and approved the Sequoia High School Increment One project, relocating modular classrooms and making site improvements to Sausal Corporation for the base bid and additive alternate in the amount of $2,931,800. |
| Approval of Maintenance Bid | On a motion on the Consent Calendar, the Board of Trustees approved the bid received from B.T. Mancini in the amount of $122,396 for the district-wide flooring replacement project, and the bid received from Andy's Roofing in the amount of $391,500 for the Roof Replacement project at Summit Preparatory High School, 890 Broadway, in Redwood City. |
| Auth. to Hire Consultant for Project Management Services for Measure "A" Bond Projects | On a motion on the Consent Calendar, the Board of Trustees authorized the Superintendent to hire Allan France as an independent contractor to provide project management services to the district for Measure "A" bond projects in an amount not to exceed $45,000. |
| Authorization to Declare Surplus Property | On a motion on the Consent Calendar, the Board of Trustees declared the listed items as surplus property, obsolete and unsuitable for use, and authorized the Superintendent to dispose of these surplus items in accordance with Education Code provisions. |
| Approval of Warrants | On a motion on the Consent Calendar, the Board of Trustees approved the Warrants for April 2015, totaling $3,769,948.49. |
| Acceptance of Monthly Financial Reports | On a motion on the Consent Calendar, the Board of Trustees accepted the Monthly Financial Reports for April 2015. |
| Acceptance of Gifts | On a motion on the Consent Calendar, the Board of Trustees accepted the gifts and requested the Superintendent to send letters of appreciation to the donor where appropriate. |
| Approval of Bid to Upgrade Video Camera Equipment | On a motion on the Consent Calendar, the Board of Trustees approved the bid received from Ojo Technology for Video Camera Equipment at the low bid cost of $52,251 plus tax. |
| Approval of New Textbook Proposal | On a motion on the Consent Calendar, the Board of Trustees approved the New Textbook, *A Thousand Splendid Suns*, by Khaled Hosseini. |
| Approval of New Book Pre-pilot Evaluation, *America's History* | On a motion on the Consent Calendar, the Board of Trustees approved the New Book Pre-pilot Evaluation, *America's History, eighth edition.* |
| Superintendent's Commendations | Superintendent Lianides recognized Student Trustee Amanda Breslauer, for playing an important role in contributing the student voice to all we do. He thanked her for the leadership on the Student Advisory Council this year.<br><br>Trustee Sarver complimented Ms. Breslauer on the outstanding job she did in researching the broader student perspective.<br><br>Trustee Du Bois noted that Student Trustee Breslauer had a strong leadership style.<br><br>Trustee Thomsen wished Ms. Breslauer much future success.<br><br>Superintendent Lianides introduced and welcomed Abby Hartzell, who will be the new Student Trustee for 2015-16.<br><br>Dr. Lianides also introduced Gregg Patner, the new Administrative Vice Principal at Carlmont High School. |

Public Comment

Madeleine Kane, Redwood City 2020 Coordinator of Community Engagement, presented an award from *Redwood City Together* to the Sequoia High School Dream Club. Ms. Kane noted that the Dream Club was formed in 2008, demonstrating youth development practices, and raising over $15,000 on behalf of undocumented youth. Members of the Dream Club accepting the award were Samuel Medrano, Karoline Seto, and Alondra Soto.

Correspondence

None

Update on Special Education

Director of Special Education Deborah Toups reported that the number of special education students in the district is 12 percent, down from 12.3 percent two years ago; she reported on the number of Special Education students at each site.

Karen Breslow, Program Coordinator of San Mateo County Special Education Local Plan Area (SELPA), reported on a training collaboration forum with Sequoia district next year. She advised that the district has taken a leadership role in developing an educationally-based mental health model called Successful Transition Achieved with Responsive Support (STARS). The program provides mental health support services directly in the classroom at each of the comprehensive high school sites, and it is a model for other districts setting up mental health programs for students on Individual Education Plans (IEPs). Mrs. Breslow said there is also a plan under development that has a proven record of decreasing the amount of litigation districts experience.

Sequoia High School English teacher David Brand reported positive results when co-teaching special education students in a mainstream classroom. Sequoia High School Math Co-teacher Jim Karditzas reported on the challenges of math instructors teaching students to read and working on grade-level standards. Sequoia High School teacher Dy Nguyen said she co-taught with Jonathan Hoffman and noted that students get better grades when they have two teachers in a positive inclusive classroom environment.

In response to questions posed by President Weiner, Sequoia English Teacher Jonathan Hoffman reported the special education training has broadened expectations for all students and has changed instruction.

*(Student Trustee Amanda Breslauer left the meeting at 6:33 p.m.)*

Additional staff reporting included Brenda Bachechi and Richard Weigelt. Graduating Senior Luis Vargas reported on his accomplishments while enrolled in the STARS program at Carlmont.

Program Specialist Claire Chandler reported on the Independent Living Skills (ILS) program. Woodside teacher Melissa Smilgys described the focus on functional academics. A video was shown exemplifying Unique Learning Systems. Adapted Physical Education Teacher and Kent Award recipient Jim Bell presented photos of students kayaking and playing hockey.

Transition Resources for Adult Community Education (TRACE) Instructor Paulo Lopez reported the program is for students between 18-22 years of age who create micro businesses and donate a portion of profit back into the community. Students also volunteer at the local food bank. Graduating Student Garav Rai reported on his successes at TRACE.

Orthopedically-Impaired Specialist Marie Favro described the Assistive Technology equivalency of books and paper, the instruction combines low and high technology to help students gain independence.

Dr. Toups reviewed staffing and budget data; she noted recent accomplishments.

Sequoia District Teachers Association (SDTA) President Edith Salvatore said last year a transition advisory board worked to streamline Special Education, and she thanked Assistant Superintendent David Reilly for managing these meetings. She noted that tonight the Board had heard from the best co-teaching pairs in the district and advised that some of our General Education teachers have not been as receptive. Special Education teachers are provided with case management periods but General Education teachers have only two preparatory periods. We are seeing students in co-teaching classes who do not have support in science and social studies; some students are doing well

in co-teaching classes and some are not doing well. We want a model that serves the students who are not doing well.

Trustee Thomsen said he wants assurance that there are enough resources. He has observed the level of commitment of staff and recognizes how difficult it is to continuously improve services.

Trustee Du Bois suggested that Special Education staff report more frequently to the Board.

President Weiner noted that three years ago we moved to the co-teaching model because it was a better way to educate our students. He wanted to know if we are moving in the right direction.

Dr. Toups said Special Day Class teachers were working in isolation; they are now included and learning up-dated practices and creating positive movement forward.

Trustee Thomsen said we support improvement; patience is needed and was not certain that three years was enough time to make a determination.

Report from Summit Prep. Charter High School

Summit Preparatory Charter High School Executive Director Penelope Pak said the school's mission is to prepare a diverse student body for completing a four-year college education program. She presented a list of skills employers are looking for and a next generation instruction model providing students with content knowledge, real life experiences, and cultivating habits of success. Summit practices project-based learning; students set their own goals, plan their day; and each student has a personal learning plan. Ms. Pak reviewed demographic data and noted 99 percent of seniors have been accepted at four-year universities.

Trustee Du Bois noted the learning model does not work for some students; she asked about a concern that students are spending too much time at the computer.

Trustee Thomsen suggested a template be developed from which charter schools would present standardized data to the SUHSD Board. Executive Director Penelope Pak said current enrollment is 388 students, and staff will be admitting a larger freshmen class in the fall to bring the school enrollment up to 400. Trustee Thomsen suggested holding a common enrollment day. Superintendent Lianides noted that a plan for working together would bring good results.

Executive Direct Pak advised that Summit staff is fulfilling its charter obligation, and that the number one concern is the students.

Presentation of Draft EIR for M-A Facilities Master Plan

Consultant Chris Dugan, of MIG/TRA Environmental Sciences, reported that the Facilities Master Plan was released on May 6, 2015. Under the California Environmental Quality Act (CEQA), and district staff is presenting a draft Environmental Impact Report (EIR) for Menlo-Atherton High School. Mr. Dugan described the location of the project on the M-A campus and the effects of the project on the current environment. He reported that the campus will have an increased capacity of 90,000 square feet, resulting in new classrooms in a new, two-story building. Starting this summer the project will be implemented in phases over a five-year period.

Mr. Dugan reported the most significant effects would occur temporarily such as potential noise, traffic, and aesthetics (lights and glare). The benefit of the project would be to reduce the potential of classroom overcrowding. Chris Dugan described the five-step CEQA process and noted the district was in the middle of Step Two. He said there are three ways for the public to provide comment: oral, written or e-mail; and they are due by June 22, 2015.

**V1, V2** Rod Derbyshire, resident of Menlo Oaks Drive, observed that the EIR does not include roads located in the County of San Mateo and ignores the county, town, and city limit lines. In particular, he is concerned about the intersection of Arlington and Ringwood.

**W1, W2** Mary Ann Carmack, resident of Menlo Oaks Drive, said she has noted increased school traffic that includes speeding vehicles. A solution would be to have a safe on-campus student drop-off and pick-up area.

**X1, X2** Remona Murray, resident living on Arlington Way and representing Menlo Oaks, proposed removing the bicycles, pedestrians, and buses at Arlington and Oak Grove; and then moving the bus stop on Ringwood to the "No Parking" side of the street.

**Y1** Joan Dove, resident living on Oak Grove, said she is concerned about the report and there are noise issues on Oak Grove.

**Z1, Z2** Anne Kortlander, resident in Menlo Oaks, noted another intersection not included in the EIR is Coleman and Ringwood, which is critical from a safety perspective for elementary school students. She suggested staggering release of the last period of class at M-A to avoid conflict at that intersection. She noted that overflow parking at M-A is spreading into Menlo Oaks and out onto Coleman; and Ms. Kortlander suggested including more parking in the master plan for M-A.

Trustee Sarver asked about specific sections of the EIR. He suggested that in regard to traffic: encouraging carpools at all campuses; publicizing riding bicycles to school, and bringing traffic/parking issues to the various agencies in the area. Trustee Sarver noted that creating the small school in Menlo Park will also impact the population coming to M-A, which should be reflected in the EIR. He also suggested putting up a temporary orange fence for a visual impact of the sight lines of the proposed new building on campus. In regard to lighting, he proposed installing low level security lights on fences that are directed back onto the campus.

In response to a question posed by Trustee Thomsen, Consultant Dugan advised that the report does include the tennis court modification however this is a "program" EIR, which is a more broad analysis of the project.

President Weiner noted that the Board will be asked to approve this EIR **if it determines that the benefits of moving forward with this project outweigh the environmental impacts. He noted that the long-term environmental impacts associated with traffic are not really a result of this project, as such, but of the increase in enrollment at M-A, which will occur whether or not we proceed with the proposed project.**

Update on San Mateo County Investment Pool

Assistant Superintendent Enrique Navas reported that the district earned less than one percent in the last quarter. In response to a question posed by President Weiner, Mr. Navas advised that the district was indeed reducing its risk.

Report on May Revision of 2015-16 State Budget

Assistant Superintendent Enrique Navas reported that the Governor released his revision to the State budget for 2015-16. Mr. Navas advised that the proposed one-time funding of $601 per unit of Average Daily Attendance, which will amount to $4.6 million for the district; he noted the caveat for this money is that by receiving these funds they will go into prior year unfunded reimbursements.

In response to a question posed by Trustee Du Bois, Mr. Navas advised we are increasing the pass-through by $380,000 for a total of $1.8 million. The district's contribution is funded by local property taxes. Dr. Lianides noted the district is contributing $1.8 million that will be transferred to its three charter schools. The supplemental grant comes from the state and goes directly to the charter schools.

2015-16 Fund Balance and Reserve Requirement

Enrique Navas stated staff is recommending for the Board's consideration and approval that commencing with the district's Adopted Budget of FY 2015-16 the following actions being taken:

Fund 01—General Fund

- That a designation of fund balance in the amount of $500,000 be established as a start-up fund for the new East Menlo Park small campus.
- That a designation of fund balance in the amount of $400,000 be established to fund new short-term initiatives.
- That a designation of fund balance in the amount of $200,000 be established to fund unexpected capital or non-capital outlay

- That a portion of the excess of the 6% reserve cap be designated as a reserve for property tax collection decline. Amount to be recommended after the multi-year projection has been completed. This amount will be known prior to the public hearing on the Adopted Budget.
- That a portion of the excess of the 6% reserve cap be designated as a reserve for enrollment growth related expenditures. Amount to be recommended after the multi-year projection has been completed. This amount will be known prior to the public hearing on the Adopted Budget.

Fund 17—Special Reserve Fund for Other than Capital Outlay Projects

- Staff will be recommending that the entire balance in Fund 17 be transferred and committed to Fund 20 – Special Reserve Fund for Postemployment Benefits.

Establish Fund 20—Special Reserve Fund for Postemployment Benefits

- This fund may be used pursuant to Education Code Section 42840 to account for amounts the Local Education Agency (LEA) has earmarked for the future cost of postemployment benefits but has not contributed irrevocably to a separate trust for the postemployment benefit plan. Amounts accumulated in this fund must be transferred back to the general fund for expenditure (Education Code Section 42842).
- Staff will be recommending that an amount equivalent to the pay-as-you-go amount, for current retiree benefits, be transferred as a contribution from Fund 01 - General Fund into Fund 20 – Special Reserve Fund for Postemployment Benefits.

Superintendent Lianides noted that the district is going to receive $4.6 million from the state on top of the information presented. The 6 percent cap will be a statewide issue because other districts will need to address this cap going into 2016-17.

Menlo Park resident Jay Siegel suggested setting up an irrevocable trust for post employment benefits.

Trustee Sarver said he would like to continue to have a sense where the district is heading. Are there resources to cover aggressive project planning; he would like to see consideration of short-term initiatives not inhibiting the district in meeting unanticipated expenses.

President Weiner noted we need to find a way to retain the ability to control the reserves, and handle the risk of an economic downturn while dealing with growth. We might want to mitigate economic impact on our facilities; is there a way to consider obtaining extra funds for parking. He encouraged staff to move forward in the direction of funding unfunded liabilities.

Discussion of Proposed Academic Integrity Policy

Assistant Superintendent, Educational Services, Bonnie Hansen, reviewed changes made to the proposed policy on Academic Integrity.

Trustee Sarver suggested under **Letters of Recommendation,** that parents also be notified in the event a staff member rescinds a letter of recommendation for a student.

Carlmont Instructional Vice Principal Ralph Crame suggested that under **Letters of Recommendation,** the last sentence be changed to read: ***In such circumstances the staff member shall notify the student's family and Administrative Vice Principal (AVP)*** ~~The District requests that they be notified by the staff member~~ within 24 hours if a recommendation is rescinded ***or amended.***

President Weiner recommended the following change on Page 4 of the SUHSD Academic Honesty Contract: By signing this form, I ***acknowledge my understanding*** **of** ~~agree to uphold~~ the SUHSD Academic Integrity Policy.

Superintendent Lianides advised this policy will be brought back on June 10, 2015, as an Action Item.

Presentation & Consideration of WASC/SPSA Site Plan for Carlmont High School

Carlmont High School Principal Lisa Gleaton reported that staff had just received word from the Western Association of Schools and Colleges (WASC) and the report is very good.

Carlmont Instructional Vice Principal and Incoming Principal Ralph Crame reported dropout rates were decreasing, and the percentage of Carlmont graduates University of California (UC) eligible increased to 70 percent; ninth graders with 50 units or more increased as well. Mr. Crame noted staff is looking at ways to mitigate stress levels for students taking Advanced Placement (AP)

exams, we have added two more AP classes, and are increasing Computer Science classes to six classes. There is also a downward trend in suspensions and expulsions. Mr. Crame reported that the student population is more focused on goals and college. There is a new approach to discipline and interventions. California English Language Development Test (CELDT) level comparisons showed students moving upward at least one level. Staff is looking to improve California High School Exit Exam (CAHSEE) passing rates in English and mathematics.

Principal Gleaton said the data looks good. We need to increase the number of graduates meeting the UC "a-g" requirements; analyze how Special Education and English Learner students are doing, and ask ourselves if we doing everything we can for all students. She noted challenges concerning drugs, too many AP classes, and student stress levels.

In response to a question posed by Trustee Du Bois, Superintendent Lianides reported that 15 percent of students were eligible for free and reduced-price lunches. She too is concerned with drugs and alcohol and considered it a health issue. Often it starts in middle school, and she suggested doing more partnering with the elementary districts on this issue.

Trustee Thomsen expressed concern with these issues as well as the amount of faculty collaboration time represented in the budget. He noted when looking at "a-g" requirements, there is an 11 percent gender gap between girls and boys across the district.

Principal Gleaton commented that School Loop has proved to be a very useful tool for staff, students and parents. She announced a new Robotics Team 100 program at Carlmont and noted there were eager staff members ready to provide support.

Trustee Sarver asked about exploring a districtwide policy limiting students to no more than three AP classes per year.

President Weiner thanked Principal Lisa Gleaton for being an extraordinary leader at Carlmont as well as an excellent administrator.

On a motion by Trustee Sarver, seconded by Trustee Du Bois, the Board of Trustees approved the WASC/SPSA Site Plan for Carlmont High School.

Approval of Board Candidate Policy for 11/3/15, Election

On a motion by Trustee Du Bois, seconded by Trustee Sarver, the Board of Trustees approved the recommended Board Candidate Statement Policy for the November 3, 2015, Consolidated Election.

Board of Trustees'/Supt's. Comments & Committee Reports

President Weiner reminded members to send updated materials to Facilitator Dana Tom by Friday, May 22. He announced his intention to appoint Trustees Martinez and Sarver to the recently initiated Committee on Small Schools.

Trustee Sarver asked about a task force for implementing the Strategic Plan.

Trustee Du Bois said she attended the California School Boards Association Delegate Assembly and will forward materials to Board Members. The topics of interest to her included: teacher credentialing, demographics; truancy, releasing of Smarter Balanced Test results, and expulsion write-ups.

Trustee Thomsen commented that even though he liked hearing from Special Education staff tonight, he was hesitant to ask questions and suggested inviting Director Toups to a future meeting.

Superintendent Lianides noted that he and Dr. Toups are working on metrics of measurement for co-teaching; he said another measurement might be self esteem. The program was only rolled out this year; next year a more focused report will be presented based upon this work.

Trustee Sarver suggested putting some of the data on the Dashboard.

Meeting Adjourned to Closed Session at 11:06 p.m.

On a motion by Trustee Thomsen, seconded by Trustee Sarver , the Board of Trustees adjourned to reconvene in Closed Session at 11:06 p.m.

Respectfully submitted,

Allen Weiner, President

Alan Sarver, Clerk

# APPENDIX J

# Transportation Impact Analysis Revisions (July 2, 2015)

# memorandum

**Whitlock & Weinberger Transportation, Inc.**

475 14th Street
Suite 290
Oakland, CA 94612

voice (510) 444-2600

website www.w-trans.com
email mspencer@w-trans.com

Date: July 2, 2015

To: **Mr. Chris Dugan**
MIG TRA Environmental Sciences

From: Mark Spencer

Project: ATH006

Subject: Response to MAHS DEIR Comments

***Patricia Maurice, District Branch Chief (Caltrans)***

*L1. Cumulative +project (Scenario 6) 95th percentile queuing analysis shows added traffic from the project will result in inadequate storage capacity for the following intersections:*
*#15 Willow Road (SR 114) and New Bridge Street,*
*#20 Willow Road (SRI 14) and Coleman Avenue, and*
*#22 Willow Road (SRI 14) and Middlefield Road.*
*Please provide mitigation measures for the inadequate storage capacities. We will gladly meet with you to discuss highway projects where fair share funds could be contributed.*

Of the three intersections identified in the comment, only intersection #22 was reported as impacted by the proposed project. Traffic Improvement Measure TRA-8 in the transportation impact study identified that there is a City of Menlo Park Traffic Impact Fee (TIF) project already programmed at this intersection. As such, it is recommended that the school district pay traffic impact fees per the City of Menlo Park current TIF schedule.

It is noted that there are intersections that currently have and would continue to have inadequate storage capacity for turning lanes. To help address the project's contribution to local and regional roadways, Mitigation Measure TRA-1A specifies that the applicant shall prepare and implement a Travel Demand Management Program for MAHS students and staff.

*L2. The Traffic Impact Study (TIS) shows traffic congestion along El Camino Real (State Route 82) is due to lack of lane capacity. The added traffic from the project, along State Route (SR) 82 will increase this congestion and delay. This impact will need to be mitigated. El Camino Real can be restriped to provide a third through lane in both directions, which could mitigate this impact.*

*To mitigate impacts, the TIS proposes dual left-turn lanes and several new traffic signals within the state right of way (ROW). The new signals must comply with the signal warrants and be approved by Caltrans. Please submit the SYNCHRO analysis for review.*

El Camino Real (SR 82) is identified as a Route of Regional Significance and was evaluated in the DEIR. The proposed project would not result in a significant impact to this route based on the roadway segment analysis. However, under Cumulative plus Project conditions, three study intersections on El Camino Real would be significantly impacted by the proposed project. As such, the City of Menlo Park Traffic Impact Fee (TIF) projects noted in Traffic Improvement Measure TRA-8 would mitigate two of the intersections. One intersection (#26, El Camino Real/Fair Oaks Lane) would remain significant and

unavoidably impacted, even with Mitigation Measure TRA-1A that specifies that the applicant shall prepare and implement a Travel Demand Management Program for MAHS students and staff. Also of note is that the City of Menlo Park is currently evaluating options for El Camino Real improvements which may include three through lanes in each direction through the City, as suggested in the comment. However, this study is not yet complete and an alternative has not yet been adopted for further consideration.

Peak hour traffic signal warrants are included in Appendix G of the transportation impact analysis report. Vistro software was used for the analysis, which provides similar level of service, delay and queue output to SYNCHRO software. The analysis output was provided in Appendix D of the transportation impact analysis report.

*L3. Walking and bicycling routes to the campus should be evaluated regarding their safety and directness. The school district should work with-the City of Atherton to plan and fund projects or treatments, such as striping, signage or signals, recommended through this evaluation.*

Section 4.1.2 of the DEIR describes the walking and bicycling routes. Mitigation Measure TRA-1A specifies that the applicant shall prepare and implement a Travel Demand Management Program for MAHS students and staff. The TDM Program will include measures for to encourage and incentivize pedestrians and bicyclists.

*L4. Caltrans encourages a Transportation Demand Management Program that includes documentation for monitoring vehicle trip reduction, including annual reports to demonstrate the ongoing reduction of vehicle trips while continuing to survey the travel patterns of students and staff within the project area.*

Mitigation Measure TRA-1A specifies that the applicant shall prepare and implement a Travel Demand Management Program for MAHS students and staff.

*L5. An Encroachment Permit is required for work in the state right of way.*

This comment is noted.

***George Rodericks, City Manager (Town of Atherton)***

*O1. The existing lane configurations shown for the Middlefield Rd/Encinal Ave intersection do not match the actual existing conditions. Please review to make sure the analysis reflects actual conditions, and revise as needed.*

*The existing lane configurations shown for the El Camino Ave/Encinal Ave intersection do not match the actual existing conditions. Please review to make sure the analysis reflects actual conditions, and revise as needed.*

Figure 2A of the transportation impact analysis report showed an incorrect lane configuration for the Middlefield Road/Encinal Avenue intersection. The analysis was checked and it was confirmed that the correct lane configuration was used in the calculations (Appendix D), and therefore the DEIR intersection level of service tables are correct, and the findings (and conclusions of the DEIR are correct.

Figure 2B of the transportation impact analysis report showed an incorrect lane configuration for the El Camino Real/Encinal Avenue intersection. The analysis was checked and re-run with the correct lane

configuration. Attachment A provides the corrected analysis for each scenario, which indicates only minor changes (the corrected analysis shows the existing LOS to be LOS B in both the a.m. and p.m. peak hours rather than LOS C). It was confirmed that the findings and conclusions of the DEIR would not change as a result of this change.

*O2. Please describe how the results of the school survey were verified and clarify why the survey was necessary as compared to utilizing only the driveway counts*.

A detailed explanation of the school survey is provided in the transportation impact analysis report. The survey provided both mode share and trip generation information, which was verified through a comparison with the number of vehicles counted. The survey was recommended by Town of Atherton staff upon review of the EIR scope of work. The survey was necessary to calculate the potential trip generation of the proposed project with actual data from Menlo Atherton High School, rather than relying on standardized trip generation rates published by the Institute of Transportation Engineers.

*O3. Please describe how the calculated ratio (via driveway counts) of AM Peak to School PM Peak trip generation rates for the site compare to similar facilities' AM Peak to School PM Peak ratios.*

a. *Please clarify if it is normal for a high school to generate approximately twice as many trips during its AM peak period as it does during its PM peak period.*
b. *Does this potentially unique 2:1 AM to PM peak period trip generation impact the calculated daily trip generation rates?*
c. *If the trip generation ratios are not within the normal range, adjustments should be made.*
d. *24 Hr driveway counts throughout a weeklong period may become necessary to obtain a firmer understanding and more accurate peak period and daily trip generation rates.*

The calculated ratio of a.m. to school p.m. trip generation rates at Menlo Atherton High School is 1.91. The ITE ratio, which is an average of nationally conducted surveys of high schools, is 1.48. There are differences in each school surveyed such as starting and ending times, after school activities, location, and geography that affect the trip generation rates. Overall, the calculated a.m. and school p.m. rates at Menlo Atherton High School were higher than the standardized trip generation rates published by the Institute of Transportation Engineers.

The ratio of a.m. to school p.m. trip generation rates did not impact the daily trip generation rate; the daily trip generation rate was based on the ITE Trip Generation Manual rate, with an adjustment made based on the calculated a.m. peak hour rate compared to the ITE a.m. peak hour rate. This resulted in a higher, more conservative, estimate of daily trips at Menlo Atherton High School.

Adjustments are not considered warranted in this instance as the peak hour trip generation rates used in the analysis are specific to the project site, and therefore considered appropriate.

A robust trip generation survey was undertaken for this analysis, and additional 24-hour counts would not be anticipated to result in changes to the DEIR analysis, findings or conclusions.

*O4. Please show how the results of the Trip Distribution method utilized (a combination of MAHS boundary residential density and the City of Menlo Park's Circulation System) compares to the actual addresses of existing and projected students.*

The DEIR analysis did not compare the proposed attendance area boundary (for students) and Menlo Park Circulation System Assessment document (for staff) to actual addresses. Actual addresses of future students aren't known and they would change over time. Therefore, the methodology used in the DEIR analysis was appropriate as a means to estimate trip distribution.

*O6. Please clarify how a number of intersection delays and LOS's could improve under the Existing plus Project conditions scenario over the Existing Conditions scenario.*

Table 10 of the DEIR had a typo in the Existing Conditions column under School PM Peak Hour, as the AM Peak Hour column was inadvertently copied to this column. The corrected table is attached to this memo (Attachment B). The text of the traffic study and DEIR, as well as the impact determination, findings and conclusions, however, were based on the correct analysis (Appendix D of the traffic analysis). Therefore, the summary of findings and conclusions are correct as presented in the DEIR.

*O7. A number of pending or proposed projects in Menlo Park (Derry Lane Mixed Use Project, the Facebook Campus Project (Willow Rd at Bay Front Expressway)) and Redwood City (103 Wilson St, 299 Franklin St, 900 Middlefield Rd, Marshall St office/retail proposals) among others should be considered in the future scenarios analysis.*

The near-term approved and pending projects that were assumed in the DEIR analysis are noted in Table 13 of the transportation impact analysis report. The cumulative approved and pending projects that were assumed in the DEIR analysis are noted in Table 20 of the transportation impact analysis report. Details of these projects are provide din Appendix F of the transportation impact analysis report. Further, a growth rate of one percent per year was applied to the cumulative analysis, which would account for any projects not specifically listed.

*O10. In addition, the impact of parents and students illegally parking on Oak Grove Avenue does not appear to be studied as it should have been.*

The site access section of the transportation impact analysis report noted that:

During the school drop-off and pick-up peak periods, the adjacent local streets experience a surge in traffic flow, which may result in vehicles queuing to enter or exit the school. Based on observations of the school area, these vehicular queues typically form along Oak Grove Avenue, Ringwood Avenue, and the southbound left-turn lane at Middlefield Road/Ringwood Avenue. In particular, vehicular queuing on westbound Oak Grove Avenue approaching the traffic signal at Middlefield Road extended into the school parking lot during the school p.m. peak period, and lasted for approximately 20 minutes. However, after the school peak traffic period, vehicular queuing dissipated quickly and local street circulation was restored. Vehicles were also observed to be waiting for the school dismissal bell during the afternoon and parked along Oak Grove Avenue. Parked vehicles and queued vehicles have the effect of temporarily reducing travel lane capacity for other motorists.

*O11. Nor does the document consider alternatives that would minimize the impact on the Oak Grove Avenue/Middlefield Road intersection. We believe that an alternative should be analyzed where the campus parking lot exit onto Oak Grove Avenue is closed and a fence installed to prevent students from exiting onto Oak Grove Avenue.*

The Town of Atherton has recently applied to C/CAG for *Transportation Development Act Article 3, Pedestrian and Bicycle Program* funds to address concerns at this intersection. The grant application stated that: The project will provide a complete street intersection improvement focusing on pedestrian and

bicyclist safety at a heavily traveled intersection in the Town of Atherton. The Middlefield Road and Oak Grove Ave intersection project focuses on providing a safe route for students, families and residents walking or biking through this corridor. The project improvements will provide safe and accessible corner returns and curb ramps, update pedestrian and traffic signals heads and timing, improve pedestrian path, install bike lanes and signage, relocate/remove barriers along pedestrian path, and improve traffic striping and signage.

Regarding alternative circulation schemes, closing the campus parking lot exit onto Oak Grove may result in circulation issues on Ringwood Road, and excess circulation on Coleman Avenue, Bay Road, and other local streets in the area. Also, interior circulation and safety within the campus may be compromised. Generally, having traffic flow through the campus as it does today, with access from different streets, is likely more preferable not only for overall circulation, but also for the safety of student drivers, pedestrians and bicyclists in the area.

Attachments:

A. El Camino Real/Encinal Avenue Calculations
B. Updated Table

MES/ATH006.FEIR.M1-2.doc

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**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 18.1 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.643 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 113 | 169 | 1838 | 71 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 12 | 169 | 1838 | 71 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 15 | 2 | 42 | 4 | 40 | 4 | 228 | 3 | 46 | 499 | 19 |
| Total Analysis Volume [veh/h] | 9 | 62 | 10 | 170 | 15 | 162 | 17 | 913 | 13 | 184 | 1998 | 77 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 9 | 74 | 0 | 27 | 92 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 31 | 31 | 31 | 31 | 5 | 70 | 70 | 23 | 88 |
| g / C, Green / Cycle | 0.23 | 0.23 | 0.23 | 0.23 | 0.04 | 0.51 | 0.51 | 0.17 | 0.65 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.01 | 0.15 | 0.10 | 0.01 | 0.26 | 0.01 | 0.10 | 0.41 |
| Total Saturation Flow Adjustment | 0.94 | 0.83 | 0.66 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1791 | 1583 | 1263 | 1583 | 1770 | 3547 | 1583 | 1770 | 5046 |
| c, Capacity [veh/h] | 408 | 361 | 288 | 361 | 65 | 1825 | 815 | 299 | 3265 |
| d1, Uniform Delay [s] | 42.21 | 40.79 | 47.49 | 45.15 | 63.70 | 21.57 | 16.15 | 52.39 | 14.39 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.93 | 0.14 | 10.56 | 4.00 | 9.51 | 0.98 | 0.04 | 9.12 | 0.96 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.74 | 0.74 | 1.00 | 0.45 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.17 | 0.03 | 0.64 | 0.45 | 0.26 | 0.50 | 0.02 | 0.61 | 0.64 |
| d, Delay for Lane Group [s/veh] | 43.13 | 40.93 | 58.05 | 49.15 | 73.22 | 17.02 | 12.05 | 61.51 | 7.40 |
| Lane Group LOS | D | D | E | D | E | B | B | E | A |
| Critical Lane Group | no | no | yes | no | yes | no | no | no | yes |
| 50th-Percentile Queue Length [veh] | 2.33 | 0.31 | 7.38 | 5.86 | 0.70 | 10.10 | 0.18 | 7.23 | 11.62 |
| 50th-Percentile Queue Length [ft] | 58.18 | 7.87 | 184.55 | 146.45 | 17.43 | 252.58 | 4.43 | 180.75 | 290.58 |
| 95th-Percentile Queue Length [veh] | 5.18 | 0.80 | 13.50 | 11.19 | 1.72 | 17.50 | 0.45 | 13.27 | 19.73 |
| 95th-Percentile Queue Length [ft] | 129.61 | 19.98 | 337.44 | 279.70 | 43.06 | 437.62 | 11.37 | 331.77 | 493.36 |

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**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 43.13 | 43.13 | 40.93 | 58.05 | 58.05 | 49.15 | 73.22 | 17.02 | 12.05 | 61.51 | 7.40 | 7.40 |
| Movement LOS | D | D | D | E | E | D | E | B | B | E | A | A |
| d_A, Approach Delay [s/veh] | 42.86 | | | 53.89 | | | 17.97 | | | 11.81 | | |
| Approach LOS | D | | | D | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 18.12 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.643 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 16.1 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.740 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 125 | 84 | 943 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 24 | 84 | 943 | 8 |
| Peak Hour Factor | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 6 | 34 | 3 | 52 | 5 | 417 | 6 | 23 | 253 | 2 |
| Total Analysis Volume [veh/h] | 26 | 17 | 23 | 137 | 12 | 208 | 18 | 1668 | 26 | 90 | 1014 | 9 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 29 | 0 | 0 | 29 | 0 | 9 | 93 | 0 | 14 | 98 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 25 | 25 | 25 | 25 | 5 | 89 | 89 | 10 | 94 |
| g / C, Green / Cycle | 0.18 | 0.18 | 0.18 | 0.18 | 0.04 | 0.65 | 0.65 | 0.07 | 0.69 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.01 | 0.11 | 0.13 | 0.01 | 0.47 | 0.02 | 0.05 | 0.20 |
| Total Saturation Flow Adjustment | 0.78 | 0.83 | 0.70 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1489 | 1583 | 1323 | 1583 | 1770 | 3547 | 1583 | 1770 | 5067 |
| c, Capacity [veh/h] | 274 | 291 | 243 | 291 | 65 | 2321 | 1036 | 130 | 3502 |
| d1, Uniform Delay [s] | 46.64 | 45.97 | 51.05 | 52.15 | 63.74 | 15.33 | 8.26 | 61.50 | 8.13 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.22 | 0.53 | 11.00 | 13.97 | 10.26 | 1.95 | 0.04 | 26.12 | 0.21 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.42 | 0.42 | 1.00 | 0.29 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.16 | 0.08 | 0.61 | 0.71 | 0.28 | 0.72 | 0.03 | 0.69 | 0.29 |
| d, Delay for Lane Group [s/veh] | 47.87 | 46.50 | 62.05 | 66.12 | 74.00 | 8.46 | 3.55 | 87.61 | 2.59 |
| Lane Group LOS | D | D | E | E | E | A | A | F | A |
| Critical Lane Group | no | no | no | yes | no | yes | no | yes | no |
| 50th-Percentile Queue Length [veh] | 1.48 | 0.77 | 6.01 | 8.80 | 0.74 | 15.41 | 0.17 | 4.01 | 2.27 |
| 50th-Percentile Queue Length [ft] | 36.99 | 19.37 | 150.34 | 219.99 | 18.51 | 385.26 | 4.21 | 100.19 | 56.81 |
| 95th-Percentile Queue Length [veh] | 3.47 | 1.90 | 11.43 | 15.59 | 1.82 | 25.36 | 0.43 | 8.21 | 5.08 |
| 95th-Percentile Queue Length [ft] | 86.70 | 47.57 | 285.71 | 389.84 | 45.58 | 634.08 | 10.81 | 205.26 | 126.95 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 47.87 | 47.87 | 46.50 | 62.05 | 62.05 | 66.12 | 74.00 | 8.46 | 3.55 | 87.61 | 2.59 | 2.59 |
| Movement LOS | D | D | D | E | E | E | E | A | A | F | A | A |
| d_A, Approach Delay [s/veh] | 47.39 | | | 64.42 | | | 9.08 | | | 9.47 | | |
| Approach LOS | D | | | E | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 16.07 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.740 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 18.1 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.643 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 113 | 169 | 1838 | 71 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 12 | 169 | 1838 | 71 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 15 | 2 | 42 | 4 | 40 | 4 | 228 | 3 | 46 | 499 | 19 |
| Total Analysis Volume [veh/h] | 9 | 62 | 10 | 170 | 15 | 162 | 17 | 913 | 13 | 184 | 1998 | 77 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 35 | 0 | 0 | 35 | 0 | 9 | 74 | 0 | 27 | 92 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 31 | 31 | 31 | 31 | 5 | 70 | 70 | 23 | 88 |
| g / C, Green / Cycle | 0.23 | 0.23 | 0.23 | 0.23 | 0.04 | 0.51 | 0.51 | 0.17 | 0.65 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.01 | 0.15 | 0.10 | 0.01 | 0.26 | 0.01 | 0.10 | 0.41 |
| Total Saturation Flow Adjustment | 0.94 | 0.83 | 0.66 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1791 | 1583 | 1263 | 1583 | 1770 | 3547 | 1583 | 1770 | 5046 |
| c, Capacity [veh/h] | 408 | 361 | 288 | 361 | 65 | 1825 | 815 | 299 | 3265 |
| d1, Uniform Delay [s] | 42.21 | 40.79 | 47.49 | 45.15 | 63.70 | 21.57 | 16.15 | 52.39 | 14.39 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.93 | 0.14 | 10.56 | 4.00 | 9.51 | 0.98 | 0.04 | 9.12 | 0.96 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.74 | 0.74 | 1.00 | 0.45 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.17 | 0.03 | 0.64 | 0.45 | 0.26 | 0.50 | 0.02 | 0.61 | 0.64 |
| d, Delay for Lane Group [s/veh] | 43.13 | 40.93 | 58.05 | 49.15 | 73.22 | 17.02 | 12.05 | 61.51 | 7.40 |
| Lane Group LOS | D | D | E | D | E | B | B | E | A |
| Critical Lane Group | no | no | yes | no | yes | no | no | no | yes |
| 50th-Percentile Queue Length [veh] | 2.33 | 0.31 | 7.38 | 5.86 | 0.70 | 10.10 | 0.18 | 7.23 | 11.62 |
| 50th-Percentile Queue Length [ft] | 58.18 | 7.87 | 184.55 | 146.45 | 17.43 | 252.58 | 4.43 | 180.75 | 290.58 |
| 95th-Percentile Queue Length [veh] | 5.18 | 0.80 | 13.50 | 11.19 | 1.72 | 17.50 | 0.45 | 13.27 | 19.73 |
| 95th-Percentile Queue Length [ft] | 129.61 | 19.98 | 337.44 | 279.70 | 43.06 | 437.62 | 11.37 | 331.77 | 493.36 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 43.13 | 43.13 | 40.93 | 58.05 | 58.05 | 49.15 | 73.22 | 17.02 | 12.05 | 61.51 | 7.40 | 7.40 |
| Movement LOS | D | D | D | E | E | D | E | B | B | E | A | A |
| d_A, Approach Delay [s/veh] | 42.86 | | | 53.89 | | | 17.97 | | | 11.81 | | |
| Approach LOS | D | | | D | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 18.12 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.643 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 16.1 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.740 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 125 | 84 | 943 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 24 | 84 | 943 | 8 |
| Peak Hour Factor | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 6 | 34 | 3 | 52 | 5 | 417 | 6 | 23 | 253 | 2 |
| Total Analysis Volume [veh/h] | 26 | 17 | 23 | 137 | 12 | 208 | 18 | 1668 | 26 | 90 | 1014 | 9 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 29 | 0 | 0 | 29 | 0 | 9 | 93 | 0 | 14 | 98 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 25 | 25 | 25 | 25 | 5 | 89 | 89 | 10 | 94 |
| g / C, Green / Cycle | 0.18 | 0.18 | 0.18 | 0.18 | 0.04 | 0.65 | 0.65 | 0.07 | 0.69 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.01 | 0.11 | 0.13 | 0.01 | 0.47 | 0.02 | 0.05 | 0.20 |
| Total Saturation Flow Adjustment | 0.78 | 0.83 | 0.70 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1489 | 1583 | 1323 | 1583 | 1770 | 3547 | 1583 | 1770 | 5067 |
| c, Capacity [veh/h] | 274 | 291 | 243 | 291 | 65 | 2321 | 1036 | 130 | 3502 |
| d1, Uniform Delay [s] | 46.64 | 45.97 | 51.05 | 52.15 | 63.74 | 15.33 | 8.26 | 61.50 | 8.13 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.22 | 0.53 | 11.00 | 13.97 | 10.26 | 1.95 | 0.04 | 26.12 | 0.21 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.42 | 0.42 | 1.00 | 0.29 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.16 | 0.08 | 0.61 | 0.71 | 0.28 | 0.72 | 0.03 | 0.69 | 0.29 |
| d, Delay for Lane Group [s/veh] | 47.87 | 46.50 | 62.05 | 66.12 | 74.00 | 8.46 | 3.55 | 87.61 | 2.59 |
| Lane Group LOS | D | D | E | E | E | A | A | F | A |
| Critical Lane Group | no | no | no | yes | no | yes | no | yes | no |
| 50th-Percentile Queue Length [veh] | 1.48 | 0.77 | 6.01 | 8.80 | 0.74 | 15.41 | 0.17 | 4.01 | 2.27 |
| 50th-Percentile Queue Length [ft] | 36.99 | 19.37 | 150.34 | 219.99 | 18.51 | 385.26 | 4.21 | 100.19 | 56.81 |
| 95th-Percentile Queue Length [veh] | 3.47 | 1.90 | 11.43 | 15.59 | 1.82 | 25.36 | 0.43 | 8.21 | 5.08 |
| 95th-Percentile Queue Length [ft] | 86.70 | 47.57 | 285.71 | 389.84 | 45.58 | 634.08 | 10.81 | 205.26 | 126.95 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 47.87 | 47.87 | 46.50 | 62.05 | 62.05 | 66.12 | 74.00 | 8.46 | 3.55 | 87.61 | 2.59 | 2.59 |
| Movement LOS | D | D | D | E | E | E | E | A | A | F | A | A |
| d_A, Approach Delay [s/veh] | 47.39 | | | 64.42 | | | 9.08 | | | 9.47 | | |
| Approach LOS | D | | | E | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 16.07 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.740 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 19.7 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.662 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 113 | 169 | 1838 | 71 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 20 | 0 | 3 | 0 | 3 | 30 | 0 | 5 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 57 | 9 | 176 | 14 | 152 | 16 | 843 | 42 | 169 | 1843 | 71 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 15 | 2 | 48 | 4 | 41 | 4 | 229 | 11 | 46 | 501 | 19 |
| Total Analysis Volume [veh/h] | 9 | 62 | 10 | 191 | 15 | 165 | 17 | 916 | 46 | 184 | 2003 | 77 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 38 | 0 | 0 | 38 | 0 | 9 | 72 | 0 | 26 | 89 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 34 | 34 | 34 | 34 | 5 | 68 | 68 | 22 | 85 |
| g / C, Green / Cycle | 0.25 | 0.25 | 0.25 | 0.25 | 0.04 | 0.50 | 0.50 | 0.16 | 0.63 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.01 | 0.16 | 0.10 | 0.01 | 0.26 | 0.03 | 0.10 | 0.41 |
| Total Saturation Flow Adjustment | 0.94 | 0.83 | 0.67 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1789 | 1583 | 1266 | 1583 | 1770 | 3547 | 1583 | 1770 | 5046 |
| c, Capacity [veh/h] | 447 | 396 | 317 | 396 | 65 | 1773 | 792 | 286 | 3154 |
| d1, Uniform Delay [s] | 39.83 | 38.49 | 45.68 | 42.70 | 63.70 | 22.92 | 17.51 | 53.32 | 16.27 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.76 | 0.12 | 9.97 | 3.21 | 9.51 | 1.08 | 0.14 | 10.61 | 1.10 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.77 | 0.77 | 1.00 | 0.51 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.16 | 0.03 | 0.65 | 0.42 | 0.26 | 0.52 | 0.06 | 0.64 | 0.66 |
| d, Delay for Lane Group [s/veh] | 40.59 | 38.61 | 55.65 | 45.91 | 73.22 | 18.66 | 13.57 | 63.94 | 9.42 |
| Lane Group LOS | D | D | E | D | E | B | B | E | A |
| Critical Lane Group | no | no | yes | no | yes | no | no | no | yes |
| 50th-Percentile Queue Length [veh] | 2.26 | 0.31 | 8.14 | 5.78 | 0.70 | 10.75 | 0.68 | 7.39 | 13.77 |
| 50th-Percentile Queue Length [ft] | 56.45 | 7.64 | 203.55 | 144.44 | 17.43 | 268.83 | 17.07 | 184.64 | 344.13 |
| 95th-Percentile Queue Length [veh] | 5.05 | 0.78 | 14.63 | 11.06 | 1.72 | 18.46 | 1.69 | 13.50 | 22.90 |
| 95th-Percentile Queue Length [ft] | 126.26 | 19.42 | 365.63 | 276.59 | 43.06 | 461.42 | 42.20 | 337.57 | 572.55 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 40.59 | 40.59 | 38.61 | 55.65 | 55.65 | 45.91 | 73.22 | 18.66 | 13.57 | 63.94 | 9.42 | 9.42 |
| Movement LOS | D | D | D | E | E | D | E | B | B | E | A | A |
| d_A, Approach Delay [s/veh] | 40.35 | | | 51.32 | | | 19.37 | | | 13.85 | | |
| Approach LOS | D | | | D | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 19.66 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.662 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 17.4 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.754 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 125 | 84 | 943 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 35 | 0 | 8 | 0 | 9 | 40 | 0 | 6 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 24 | 16 | 21 | 162 | 11 | 201 | 17 | 1560 | 64 | 84 | 949 | 8 |
| Peak Hour Factor | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 6 | 44 | 3 | 54 | 5 | 419 | 17 | 23 | 255 | 2 |
| Total Analysis Volume [veh/h] | 26 | 17 | 23 | 174 | 12 | 216 | 18 | 1677 | 69 | 90 | 1020 | 9 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 9 | 92 | 0 | 14 | 97 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 26 | 26 | 26 | 26 | 5 | 88 | 88 | 10 | 93 |
| g / C, Green / Cycle | 0.19 | 0.19 | 0.19 | 0.19 | 0.04 | 0.65 | 0.65 | 0.07 | 0.68 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.01 | 0.14 | 0.14 | 0.01 | 0.47 | 0.04 | 0.05 | 0.20 |
| Total Saturation Flow Adjustment | 0.71 | 0.83 | 0.69 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1349 | 1583 | 1317 | 1583 | 1770 | 3547 | 1583 | 1770 | 5067 |
| c, Capacity [veh/h] | 258 | 303 | 252 | 303 | 65 | 2295 | 1025 | 130 | 3465 |
| d1, Uniform Delay [s] | 45.95 | 45.14 | 51.80 | 51.51 | 63.74 | 16.07 | 8.86 | 61.50 | 8.53 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.39 | 0.49 | 17.60 | 13.42 | 10.26 | 2.09 | 0.13 | 26.12 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.45 | 0.45 | 1.00 | 0.32 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.17 | 0.08 | 0.74 | 0.71 | 0.28 | 0.73 | 0.07 | 0.69 | 0.30 |
| d, Delay for Lane Group [s/veh] | 47.34 | 45.63 | 69.40 | 64.93 | 74.00 | 9.29 | 4.09 | 87.61 | 2.96 |
| Lane Group LOS | D | D | E | E | E | A | A | F | A |
| Critical Lane Group | no | no | yes | no | no | yes | no | yes | no |
| 50th-Percentile Queue Length [veh] | 1.47 | 0.77 | 8.02 | 9.09 | 0.74 | 16.64 | 0.49 | 4.01 | 2.49 |
| 50th-Percentile Queue Length [ft] | 36.87 | 19.18 | 200.54 | 227.35 | 18.51 | 416.00 | 12.31 | 100.19 | 62.20 |
| 95th-Percentile Queue Length [veh] | 3.46 | 1.89 | 14.45 | 16.03 | 1.82 | 27.22 | 1.23 | 8.21 | 5.49 |
| 95th-Percentile Queue Length [ft] | 86.44 | 47.15 | 361.18 | 400.64 | 45.58 | 680.52 | 30.85 | 205.26 | 137.34 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 47.34 | 47.34 | 45.63 | 69.40 | 69.40 | 64.93 | 74.00 | 9.29 | 4.09 | 87.61 | 2.96 | 2.96 |
| Movement LOS | D | D | D | E | E | E | E | A | A | F | A | A |
| d_A, Approach Delay [s/veh] | 46.75 | | | 67.00 | | | 9.75 | | | 9.77 | | |
| Approach LOS | D | | | E | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 17.35 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.754 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 19.7 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.663 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 113 | 169 | 1838 | 71 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 20 | 0 | 3 | 0 | 5 | 34 | 0 | 7 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 57 | 9 | 176 | 14 | 152 | 16 | 845 | 46 | 169 | 1845 | 71 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 15 | 2 | 48 | 4 | 41 | 4 | 230 | 13 | 46 | 501 | 19 |
| Total Analysis Volume [veh/h] | 9 | 62 | 10 | 191 | 15 | 165 | 17 | 918 | 50 | 184 | 2005 | 77 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 38 | 0 | 0 | 38 | 0 | 9 | 72 | 0 | 26 | 89 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 34 | 34 | 34 | 34 | 5 | 68 | 68 | 22 | 85 |
| g / C, Green / Cycle | 0.25 | 0.25 | 0.25 | 0.25 | 0.04 | 0.50 | 0.50 | 0.16 | 0.63 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.01 | 0.16 | 0.10 | 0.01 | 0.26 | 0.03 | 0.10 | 0.41 |
| Total Saturation Flow Adjustment | 0.94 | 0.83 | 0.67 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1789 | 1583 | 1266 | 1583 | 1770 | 3547 | 1583 | 1770 | 5046 |
| c, Capacity [veh/h] | 447 | 396 | 317 | 396 | 65 | 1773 | 792 | 286 | 3154 |
| d1, Uniform Delay [s] | 39.83 | 38.49 | 45.68 | 42.70 | 63.70 | 22.94 | 17.55 | 53.32 | 16.28 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.76 | 0.12 | 9.97 | 3.21 | 9.51 | 1.08 | 0.15 | 10.61 | 1.10 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.77 | 0.77 | 1.00 | 0.51 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.16 | 0.03 | 0.65 | 0.42 | 0.26 | 0.52 | 0.06 | 0.64 | 0.66 |
| d, Delay for Lane Group [s/veh] | 40.59 | 38.61 | 55.65 | 45.91 | 73.22 | 18.68 | 13.62 | 63.94 | 9.43 |
| Lane Group LOS | D | D | E | D | E | B | B | E | A |
| Critical Lane Group | no | no | yes | no | yes | no | no | no | yes |
| 50th-Percentile Queue Length [veh] | 2.26 | 0.31 | 8.14 | 5.78 | 0.70 | 10.79 | 0.74 | 7.39 | 13.80 |
| 50th-Percentile Queue Length [ft] | 56.45 | 7.64 | 203.55 | 144.44 | 17.43 | 269.77 | 18.62 | 184.64 | 344.90 |
| 95th-Percentile Queue Length [veh] | 5.05 | 0.78 | 14.63 | 11.06 | 1.72 | 18.51 | 1.83 | 13.50 | 22.95 |
| 95th-Percentile Queue Length [ft] | 126.26 | 19.42 | 365.63 | 276.59 | 43.06 | 462.79 | 45.84 | 337.57 | 573.69 |

Generated with PTV VISTRO

Version 3.00-03

**Movement, Approach, & Intersection Results**

| d_M, Delay for Movement [s/veh] | 40.59 | 40.59 | 38.61 | 55.65 | 55.65 | 45.91 | 73.22 | 18.68 | 13.62 | 63.94 | 9.43 | 9.43 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement LOS | D | D | D | E | E | D | E | B | B | E | A | A |
| d_A, Approach Delay [s/veh] | 40.35 | | | 51.32 | | | 19.36 | | | 13.86 | | |
| Approach LOS | D | | | D | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 19.65 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.663 | | | | | | | | | | | |

## Sequence

| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 17.4 |
| Analysis Method: | HCM2000 | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.754 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 125 | 84 | 943 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 35 | 0 | 8 | 0 | 9 | 40 | 0 | 6 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 24 | 16 | 21 | 162 | 11 | 201 | 17 | 1560 | 64 | 84 | 949 | 8 |
| Peak Hour Factor | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 6 | 4 | 6 | 44 | 3 | 54 | 5 | 419 | 17 | 23 | 255 | 2 |
| Total Analysis Volume [veh/h] | 26 | 17 | 23 | 174 | 12 | 216 | 18 | 1677 | 69 | 90 | 1020 | 9 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 9 | 92 | 0 | 14 | 97 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 26 | 26 | 26 | 26 | 5 | 88 | 88 | 10 | 93 |
| g / C, Green / Cycle | 0.19 | 0.19 | 0.19 | 0.19 | 0.04 | 0.65 | 0.65 | 0.07 | 0.68 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.01 | 0.14 | 0.14 | 0.01 | 0.47 | 0.04 | 0.05 | 0.20 |
| Total Saturation Flow Adjustment | 0.71 | 0.83 | 0.69 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1349 | 1583 | 1317 | 1583 | 1770 | 3547 | 1583 | 1770 | 5067 |
| c, Capacity [veh/h] | 258 | 303 | 252 | 303 | 65 | 2295 | 1025 | 130 | 3465 |
| d1, Uniform Delay [s] | 45.95 | 45.14 | 51.80 | 51.51 | 63.74 | 16.07 | 8.86 | 61.50 | 8.53 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.39 | 0.49 | 17.60 | 13.42 | 10.26 | 2.09 | 0.13 | 26.12 | 0.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.45 | 0.45 | 1.00 | 0.32 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.17 | 0.08 | 0.74 | 0.71 | 0.28 | 0.73 | 0.07 | 0.69 | 0.30 |
| d, Delay for Lane Group [s/veh] | 47.34 | 45.63 | 69.40 | 64.93 | 74.00 | 9.29 | 4.09 | 87.61 | 2.96 |
| Lane Group LOS | D | D | E | E | E | A | A | F | A |
| Critical Lane Group | no | no | yes | no | no | yes | no | yes | no |
| 50th-Percentile Queue Length [veh] | 1.47 | 0.77 | 8.02 | 9.09 | 0.74 | 16.64 | 0.49 | 4.01 | 2.49 |
| 50th-Percentile Queue Length [ft] | 36.87 | 19.18 | 200.54 | 227.35 | 18.51 | 416.00 | 12.31 | 100.19 | 62.20 |
| 95th-Percentile Queue Length [veh] | 3.46 | 1.89 | 14.45 | 16.03 | 1.82 | 27.22 | 1.23 | 8.21 | 5.49 |
| 95th-Percentile Queue Length [ft] | 86.44 | 47.15 | 361.18 | 400.64 | 45.58 | 680.52 | 30.85 | 205.26 | 137.34 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 47.34 | 47.34 | 45.63 | 69.40 | 69.40 | 64.93 | 74.00 | 9.29 | 4.09 | 87.61 | 2.96 | 2.96 |
| Movement LOS | D | D | D | E | E | E | E | A | A | F | A | A |
| d_A, Approach Delay [s/veh] | 46.75 | | | 67.00 | | | 9.75 | | | 9.77 | | |
| Approach LOS | D | | | E | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 17.35 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.754 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 26.8 |
| Analysis Method: | HCM2000 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.891 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 113 | 169 | 1838 | 71 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 38 | 0 | 5 | 0 | 26 | 38 | 1 | 68 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 10 | 73 | 12 | 238 | 18 | 196 | 20 | 1101 | 82 | 217 | 2421 | 91 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 20 | 3 | 65 | 5 | 53 | 5 | 299 | 22 | 59 | 658 | 25 |
| Total Analysis Volume [veh/h] | 11 | 79 | 13 | 259 | 20 | 213 | 22 | 1197 | 89 | 236 | 2632 | 99 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 40 | 0 | 0 | 40 | 0 | 9 | 70 | 0 | 26 | 87 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 36 | 36 | 36 | 36 | 5 | 66 | 66 | 22 | 83 |
| g / C, Green / Cycle | 0.26 | 0.26 | 0.26 | 0.26 | 0.04 | 0.49 | 0.49 | 0.16 | 0.61 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.01 | 0.23 | 0.13 | 0.01 | 0.34 | 0.06 | 0.13 | 0.54 |
| Total Saturation Flow Adjustment | 0.93 | 0.83 | 0.63 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1773 | 1583 | 1202 | 1583 | 1770 | 3547 | 1583 | 1770 | 5047 |
| c, Capacity [veh/h] | 469 | 419 | 318 | 419 | 65 | 1721 | 768 | 286 | 3080 |
| d1, Uniform Delay [s] | 38.73 | 37.07 | 47.88 | 42.48 | 63.89 | 27.19 | 19.09 | 55.13 | 22.51 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.91 | 0.14 | 27.10 | 4.35 | 13.52 | 2.35 | 0.31 | 22.89 | 4.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.79 | 1.00 | 0.55 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.19 | 0.03 | 0.88 | 0.51 | 0.34 | 0.70 | 0.12 | 0.82 | 0.89 |
| d, Delay for Lane Group [s/veh] | 39.64 | 37.21 | 74.99 | 46.83 | 77.41 | 23.80 | 15.37 | 78.02 | 16.61 |
| Lane Group LOS | D | D | E | D | E | C | B | E | B |
| Critical Lane Group | no | no | yes | no | yes | no | no | no | yes |
| 50th-Percentile Queue Length [veh] | 2.85 | 0.39 | 13.11 | 7.67 | 0.92 | 18.23 | 1.45 | 10.71 | 33.85 |
| 50th-Percentile Queue Length [ft] | 71.14 | 9.77 | 327.78 | 191.67 | 22.91 | 455.75 | 36.23 | 267.81 | 846.16 |
| 95th-Percentile Queue Length [veh] | 6.16 | 0.99 | 21.93 | 13.92 | 2.23 | 29.64 | 3.40 | 18.40 | 54.19 |
| 95th-Percentile Queue Length [ft] | 154.10 | 24.66 | 548.26 | 348.04 | 55.73 | 741.10 | 85.08 | 459.93 | 1354.83 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 39.64 | 39.64 | 37.21 | 74.99 | 74.99 | 46.83 | 77.41 | 23.80 | 15.37 | 78.02 | 16.61 | 16.61 |
| Movement LOS | D | D | D | E | E | D | E | C | B | E | B | B |
| d_A, Approach Delay [s/veh] | 39.33 | | | 62.80 | | | 24.13 | | | 21.50 | | |
| Approach LOS | D | | | E | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 26.75 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.891 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 27.8 |
| Analysis Method: | HCM2000 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.992 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 125 | 84 | 943 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 46 | 0 | 9 | 0 | 73 | 56 | 2 | 28 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 31 | 20 | 27 | 209 | 14 | 256 | 22 | 2058 | 115 | 110 | 1235 | 10 |
| Peak Hour Factor | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 5 | 7 | 56 | 4 | 69 | 6 | 553 | 31 | 30 | 332 | 3 |
| Total Analysis Volume [veh/h] | 33 | 22 | 29 | 225 | 15 | 275 | 24 | 2213 | 124 | 118 | 1328 | 11 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 9 | 92 | 0 | 14 | 97 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 26 | 26 | 26 | 26 | 5 | 88 | 88 | 10 | 93 |
| g / C, Green / Cycle | 0.19 | 0.19 | 0.19 | 0.19 | 0.04 | 0.65 | 0.65 | 0.07 | 0.68 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.02 | 0.18 | 0.17 | 0.01 | 0.62 | 0.08 | 0.07 | 0.26 |
| Total Saturation Flow Adjustment | 0.52 | 0.83 | 0.68 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 994 | 1583 | 1299 | 1583 | 1770 | 3547 | 1583 | 1770 | 5068 |
| c, Capacity [veh/h] | 190 | 303 | 248 | 303 | 65 | 2295 | 1025 | 130 | 3466 |
| d1, Uniform Delay [s] | 47.09 | 45.32 | 54.57 | 53.84 | 63.96 | 22.53 | 9.19 | 62.54 | 9.24 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.81 | 0.63 | 49.09 | 32.84 | 15.34 | 12.09 | 0.24 | 57.05 | 0.33 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.45 | 0.45 | 1.00 | 0.32 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.29 | 0.10 | 0.97 | 0.91 | 0.37 | 0.96 | 0.12 | 0.91 | 0.39 |
| d, Delay for Lane Group [s/veh] | 50.90 | 45.94 | 103.65 | 86.68 | 79.30 | 22.18 | 4.36 | 119.59 | 3.30 |
| Lane Group LOS | D | D | F | F | E | C | A | F | A |
| Critical Lane Group | no | no | yes | no | no | yes | no | yes | no |
| 50th-Percentile Queue Length [veh] | 1.97 | 0.97 | 12.66 | 13.51 | 1.01 | 49.30 | 0.93 | 6.10 | 3.66 |
| 50th-Percentile Queue Length [ft] | 49.28 | 24.31 | 316.50 | 337.70 | 25.16 | 1232.57 | 23.31 | 152.48 | 91.49 |
| 95th-Percentile Queue Length [veh] | 4.48 | 2.36 | 21.26 | 22.52 | 2.43 | 78.89 | 2.27 | 11.56 | 7.62 |
| 95th-Percentile Queue Length [ft] | 112.07 | 58.92 | 531.56 | 562.98 | 60.84 | 1972.17 | 56.63 | 288.98 | 190.38 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| d_M, Delay for Movement [s/veh] | 50.90 | 50.90 | 45.94 | 103.65 | 103.65 | 86.68 | 79.30 | 22.18 | 4.36 | 119.59 | 3.30 | 3.30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement LOS | D | D | D | F | F | F | E | C | A | F | A | A |
| d_A, Approach Delay [s/veh] | 49.19 | | | 94.59 | | | 21.83 | | | 12.72 | | |
| Approach LOS | D | | | F | | | C | | | B | | |
| d_I, Intersection Delay [s/veh] | 27.83 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.992 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 26.8 |
| Analysis Method: | HCM2000 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.891 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 57 | 9 | 156 | 14 | 149 | 16 | 840 | 113 | 169 | 1838 | 71 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 38 | 0 | 5 | 0 | 26 | 38 | 1 | 68 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 10 | 73 | 12 | 238 | 18 | 196 | 20 | 1101 | 82 | 217 | 2421 | 91 |
| Peak Hour Factor | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 | 0.9200 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 20 | 3 | 65 | 5 | 53 | 5 | 299 | 22 | 59 | 658 | 25 |
| Total Analysis Volume [veh/h] | 11 | 79 | 13 | 259 | 20 | 213 | 22 | 1197 | 89 | 236 | 2632 | 99 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 40 | 0 | 0 | 40 | 0 | 9 | 70 | 0 | 26 | 87 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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Version 3.00-03

**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 36 | 36 | 36 | 36 | 5 | 66 | 66 | 22 | 83 |
| g / C, Green / Cycle | 0.26 | 0.26 | 0.26 | 0.26 | 0.04 | 0.49 | 0.49 | 0.16 | 0.61 |
| (v / s)_i Volume / Saturation Flow Rate | 0.05 | 0.01 | 0.23 | 0.13 | 0.01 | 0.34 | 0.06 | 0.13 | 0.54 |
| Total Saturation Flow Adjustment | 0.93 | 0.83 | 0.63 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 1773 | 1583 | 1202 | 1583 | 1770 | 3547 | 1583 | 1770 | 5047 |
| c, Capacity [veh/h] | 469 | 419 | 318 | 419 | 65 | 1721 | 768 | 286 | 3080 |
| d1, Uniform Delay [s] | 38.73 | 37.07 | 47.88 | 42.48 | 63.89 | 27.19 | 19.09 | 55.13 | 22.51 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 0.91 | 0.14 | 27.10 | 4.35 | 13.52 | 2.35 | 0.31 | 22.89 | 4.22 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.79 | 0.79 | 1.00 | 0.55 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.19 | 0.03 | 0.88 | 0.51 | 0.34 | 0.70 | 0.12 | 0.82 | 0.89 |
| d, Delay for Lane Group [s/veh] | 39.64 | 37.21 | 74.99 | 46.83 | 77.41 | 23.80 | 15.37 | 78.02 | 16.61 |
| Lane Group LOS | D | D | E | D | E | C | B | E | B |
| Critical Lane Group | no | no | yes | no | yes | no | no | no | yes |
| 50th-Percentile Queue Length [veh] | 2.85 | 0.39 | 13.11 | 7.67 | 0.92 | 18.23 | 1.45 | 10.71 | 33.85 |
| 50th-Percentile Queue Length [ft] | 71.14 | 9.77 | 327.78 | 191.67 | 22.91 | 455.75 | 36.23 | 267.81 | 846.16 |
| 95th-Percentile Queue Length [veh] | 6.16 | 0.99 | 21.93 | 13.92 | 2.23 | 29.64 | 3.40 | 18.40 | 54.19 |
| 95th-Percentile Queue Length [ft] | 154.10 | 24.66 | 548.26 | 348.04 | 55.73 | 741.10 | 85.08 | 459.93 | 1354.83 |

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Version 3.00-03

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 39.64 | 39.64 | 37.21 | 74.99 | 74.99 | 46.83 | 77.41 | 23.80 | 15.37 | 78.02 | 16.61 | 16.61 |
| Movement LOS | D | D | D | E | E | D | E | C | B | E | B | B |
| d_A, Approach Delay [s/veh] | 39.33 | | | 62.80 | | | 24.13 | | | 21.50 | | |
| Approach LOS | D | | | E | | | C | | | C | | |
| d_I, Intersection Delay [s/veh] | 26.75 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.891 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Generated with PTV VISTRO

Version 3.00-03

**Intersection Level Of Service Report**

**#28: El Camino Real (SR 82)/Encinal Ave-Menlo College Entrance**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 27.8 |
| Analysis Method: | HCM2000 | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.992 |

**Intersection Setup**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northeastbound | | | Southwestbound | | | Northwestbound | | | Southeastbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 140.00 | 100.00 | 150.00 | 135.00 | 100.00 | 100.00 |
| Speed [mph] | 15.00 | | | 30.00 | | | 30.00 | | | 30.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | no | | | no | | | no | | | no | | |

**Volumes**

| Name | Menlo College | | | Encinal Avenue | | | El Camino Real (SR 82) | | | El Camino Real (SR 82) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 24 | 16 | 21 | 127 | 11 | 193 | 17 | 1551 | 125 | 84 | 943 | 8 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Growth Rate | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 | 1.28 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 46 | 0 | 9 | 0 | 73 | 56 | 2 | 28 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 31 | 20 | 27 | 209 | 14 | 256 | 22 | 2058 | 115 | 110 | 1235 | 10 |
| Peak Hour Factor | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 | 0.9300 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 8 | 5 | 7 | 56 | 4 | 69 | 6 | 553 | 31 | 30 | 332 | 3 |
| Total Analysis Volume [veh/h] | 33 | 22 | 29 | 225 | 15 | 275 | 24 | 2213 | 124 | 118 | 1328 | 11 |
| Presence of On-Street Parking | no | | no | no | | no | no | | no | no | | no |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

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**Intersection Settings**

| | |
|---|---|
| Located in CBD | no |
| Signal Coordination Group | 1 - ECR |
| Cycle Length [s] | 136 |
| Coordination Type | Time of Day Pattern Coordinated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | LeadGreen |
| Permissive Mode | SingleBand |
| Lost time [s] | 16.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss | Protecte | Permiss | Permiss | Protecte | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 4 | 0 | 0 | 8 | 0 | 1 | 6 | 0 | 5 | 2 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | - | - | - | Lead | - | - | Lead | - | - |
| Minimum Green [s] | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 5 | 0 | 5 | 5 | 0 |
| Maximum Green [s] | 0 | 30 | 0 | 0 | 30 | 0 | 30 | 30 | 0 | 30 | 30 | 0 |
| Amber [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 |
| Split [s] | 0 | 30 | 0 | 0 | 30 | 0 | 9 | 92 | 0 | 14 | 97 | 0 |
| Vehicle Extension [s] | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| I1, Start-Up Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Minimum Recall | | no | | | no | | no | no | | no | no | |
| Maximum Recall | | no | | | no | | no | no | | no | no | |
| Pedestrian Recall | | no | | | no | | no | no | | no | no | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 50.0 | 0.0 | 50.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

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**Lane Group Calculations**

| Lane Group | C | R | C | R | L | C | R | L | C |
|---|---|---|---|---|---|---|---|---|---|
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 26 | 26 | 26 | 26 | 5 | 88 | 88 | 10 | 93 |
| g / C, Green / Cycle | 0.19 | 0.19 | 0.19 | 0.19 | 0.04 | 0.65 | 0.65 | 0.07 | 0.68 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.02 | 0.18 | 0.17 | 0.01 | 0.62 | 0.08 | 0.07 | 0.26 |
| Total Saturation Flow Adjustment | 0.52 | 0.83 | 0.68 | 0.83 | 0.93 | 0.93 | 0.83 | 0.93 | 0.89 |
| s, saturation flow rate [veh/h] | 994 | 1583 | 1299 | 1583 | 1770 | 3547 | 1583 | 1770 | 5068 |
| c, Capacity [veh/h] | 190 | 303 | 248 | 303 | 65 | 2295 | 1025 | 130 | 3466 |
| d1, Uniform Delay [s] | 47.09 | 45.32 | 54.57 | 53.84 | 63.96 | 22.53 | 9.19 | 62.54 | 9.24 |
| k, delay calibration | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.81 | 0.63 | 49.09 | 32.84 | 15.34 | 12.09 | 0.24 | 57.05 | 0.33 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.45 | 0.45 | 1.00 | 0.32 |

**Lane Group Results**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| X, volume / capacity | 0.29 | 0.10 | 0.97 | 0.91 | 0.37 | 0.96 | 0.12 | 0.91 | 0.39 |
| d, Delay for Lane Group [s/veh] | 50.90 | 45.94 | 103.65 | 86.68 | 79.30 | 22.18 | 4.36 | 119.59 | 3.30 |
| Lane Group LOS | D | D | F | F | E | C | A | F | A |
| Critical Lane Group | no | no | yes | no | no | yes | no | yes | no |
| 50th-Percentile Queue Length [veh] | 1.97 | 0.97 | 12.66 | 13.51 | 1.01 | 49.30 | 0.93 | 6.10 | 3.66 |
| 50th-Percentile Queue Length [ft] | 49.28 | 24.31 | 316.50 | 337.70 | 25.16 | 1232.57 | 23.31 | 152.48 | 91.49 |
| 95th-Percentile Queue Length [veh] | 4.48 | 2.36 | 21.26 | 22.52 | 2.43 | 78.89 | 2.27 | 11.56 | 7.62 |
| 95th-Percentile Queue Length [ft] | 112.07 | 58.92 | 531.56 | 562.98 | 60.84 | 1972.17 | 56.63 | 288.98 | 190.38 |

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**Movement, Approach, & Intersection Results**

| d_M, Delay for Movement [s/veh] | 50.90 | 50.90 | 45.94 | 103.65 | 103.65 | 86.68 | 79.30 | 22.18 | 4.36 | 119.59 | 3.30 | 3.30 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement LOS | D | D | D | F | F | F | E | C | A | F | A | A |
| d_A, Approach Delay [s/veh] | 49.19 | | | 94.59 | | | 21.83 | | | 12.72 | | |
| Approach LOS | D | | | F | | | C | | | B | | |
| d_I, Intersection Delay [s/veh] | 27.83 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.992 | | | | | | | | | | | |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 1 | 2 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | 5 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

## Attachment B
## Existing and Existing plus Project Intersection Levels of Service

| Study Intersection | Existing Conditions | | | | Existing plus Project Conditions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | | School PM Peak Hour | | AM Peak Hour | | | School PM Peak Hour | | |
| | Delay | LOS | Delay | LOS | Delay | LOS | Potentially Significant Impact | Delay | LOS | Potentially Significant Impact |
| 1. Middlefield Rd/Fair Oaks Ln-Palmer Ln* | **182.5**** | **F** | **38.0** | **E** | **234.1**** | **F** | **Yes** | 41.1 | E | No |
| 2. Middlefield Rd/Marsh Rd | 21.7 | C | 27.2 | C | 22.1 | C | No | 27.9 | C | No |
| 3. Middlefield Rd/Watkins Ave* | **45.7** | **E** | **185.1**** | **F** | **51.8** | **F** | **Yes** | **203.2**** | **F** | **Yes** |
| 4. Middlefield Rd/Encinal Ave | 31.3 | C | 16.1 | B | 33.3 | C | N | 15.9 | B | No |
| 5. Middlefield Rd/Glenwood Ave* | **92.4** | **F** | **215.5**** | **F** | **114.4** | **F** | **Yes** | **246.7**** | **F** | **Yes** |
| 6. Middlefield Rd/Oak Grove Ave | 14.7 | B | 15.6 | B | 15.0 | B | No | 16.0 | B | No |
| 7. Middlefield Rd/Ravenswood Ave | 22.2 | C | 25.8 | C | 23.6 | C | No | 26.7 | C | No |
| 8. Middlefield Rd/Ringwood Ave | 30.7 | C | 29.4 | C | 31.9 | C | No | 30.6 | C | No |
| 9. Middlefield Rd/Seminary Dr* | 28.1 | D | 19.4 | C | 29.5 | D | No | 20.0 | C | No |
| 10. Middlefield Rd/Linfield Dr* | 23.3 | C | 18.7 | C | 25.9 | D | No | 19.5 | C | No |
| 11. Bay Rd/Ringwood Ave-Sonoma Ave | 23.6 | C | 15.7 | C | **28.9** | **D** | **Yes** | 17.0 | C | No |
| 12. Willow Rd/Hamilton Ave | 24.5 | C | 20.5 | C | 24.7 | C | No | 20.7 | C | No |
| 13. Willow Rd/Ivy Dr | 18.6 | B | 11.8 | B | 18.9 | B | No | 11.9 | B | No |
| 14. Willow Rd/O'Brien Dr | 13.9 | B | 15.2 | B | 13.9 | B | No | 15.2 | B | No |
| 15. Willow Rd/Newbridge St | 34.2 | C | 36.7 | D | 34.9 | C | No | 36.9 | D | No |
| 16. Willow Rd/NB-101 Offramp (Planned) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 17. Willow Rd/SB-101 Offramp (Planned) | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 18. Willow Rd/Bay Rd | 20.5 | C | 28.0 | C | 21.0 | C | No | 29.2 | C | No |
| 19. Willow Rd/Durham St | 14.2 | B | 19.0 | B | 14.7 | B | No | 19.1 | B | No |
| 20. Willow Rd/Coleman Ave | 11.3 | B | 11.3 | B | 12.2 | B | No | 11.6 | B | No |
| 21. Willow Rd/Gilbert Ave | 18.3 | B | 13.8 | B | 18.4 | B | No | 13.9 | B | No |
| 22. Willow Rd/Middlefield Rd | 48.3 | D | 45.1 | D | 48.5 | D | No | 44.9 | D | No |

## Attachment B
## Existing and Existing plus Project Intersection Levels of Service

| Study Intersection | Existing Conditions | | | | Existing plus Project Conditions | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | | School PM Peak Hour | | AM Peak Hour | | | School PM Peak Hour | | |
| | Delay | LOS | Delay | LOS | Delay | LOS | Potentially Significant Impact | Delay | LOS | Potentially Significant Impact |
| 23. Ravenswood Ave/Laurel St | 18.5 | B | 16.8 | B | 19.2 | B | No | 17.0 | B | No |
| 24. Ravenswood Ave/Alma St* | 12.2 | B | **76.5** | **F** | 12.4 | B | No | **83.7** | **F** | **Yes** |
| 25. Oak Grove Ave/Laurel St | 14.7 | B | 13.1 | B | 14.8 | B | No | 13.0 | B | No |
| 26. El Camino Real/Fair Oaks Ln-Palmer Ln | 38.6 | D | 38.4 | D | 39.9 | D | No | 39.3 | D | No |
| 27. El Camino Real/Watkins Ave* | 30.5 | D | 29.5 | D | 30.5 | D | No | 29.5 | D | No |
| 28. El Camino Real/Encinal Ave | 18.1 | B | 16.1 | B | 18.1 | B | No | 16.1 | B | No |
| 29. El Camino Real/Valparaiso Ave-Glenwood Ave | 35.5 | D | 39.2 | D | 36.3 | D | No | 39.5 | D | No |
| 30. El Camino Real/Oak Grove Ave | 30.2 | C | 31.1 | C | 30.7 | C | No | 31.5 | C | No |
| 31. El Camino Real/Santa Cruz Ave | 11.3 | B | 15.8 | B | 11.2 | B | No | 16.0 | B | No |
| 32. El Camino Real/Ravenswood Ave | 37.6 | D | 44.4 | D | 38.3 | D | No | 45.2 | D | No |
| 33. El Camino Real/Roble Ave | 8.7 | A | 8.5 | A | 8.8 | A | No | 8.5 | A | No |
| 34. El Camino Real/Middle Ave | 15.7 | B | 19.3 | B | 15.9 | B | No | 19.5 | B | No |
| 35. El Camino Real/Cambridge Ave | 4.6 | A | 3.2 | A | 4.9 | A | No | 3.2 | A | No |
| 36. El Camino Real/Sand Hill Rd | 23.5 | C | 32.2 | C | 23.6 | C | No | 32.2 | C | No |
| 37. Santa Cruz Ave/University Dr (South) | 16.9 | B | 17.5 | B | 17.1 | B | No | 17.6 | B | No |
| 38. Oak Grove Ave/Greenoaks Dr | 7.6 | A | 7.4 | A | 7.6 | A | No | 7.4 | A | No |
| 39. Oak Grove Ave/Toyon Rd* | 13.1 | B | 11.3 | B | 13.2 | B | No | 11.3 | B | No |

Notes: Delay = average number of seconds per vehicle; LOS = Level of service; See Appendix A for definitions of LOS for signalized and unsignalized intersections

* For unsignalized intersections, results are reported for the highest-delay approach

** For calculated delays greater than 120 seconds, HCM methodology does not produce an accurate representation of actual conditions. However, calculated delays greater than 120 seconds are reported for comparative purposes and were used to determine the significance of an impact.