

**INITIAL STUDY**

**PROJECT FILE NO.:** PDC10-017

**PROJECT DESCRIPTION:** (See following Project Description section)

**PROJECT LOCATION AND**

**ASSESSOR'S PARCEL NUMBER(s):** NE/C Saratoga Avenue and I-280, APN 303-25-055, 001

**EXISTING GENERAL PLAN DESIGNATION:** High Density Residential (25-50 DU/AC)

**EXISTING ZONING:** R-1-5, R-1-8

**EXISTING LAND USE:** Private School

**SURROUNDING LAND USES / GENERAL PLAN / ZONING:**

North: Apartments / Medium High Density Residential (12-25 DU/AC) / A(PD), R-M

South: Professional Office, Apartments / General Commercial, Medium High Density Residential (12-25 DU/AC) / CP, A(PD), R-M

East: Apartments / Medium High Density Residential (12-25 DU/AC) / R-M

West: Apartments / High Density Residential (25-50 DU/AC) / CN

**PROJECT APPLICANT'S NAME AND ADDRESS:** The Harker School, 500 Saratoga Avenue, San Jose, CA 95117. Contact: Ray Hashimoto, HMH, (408) 487-2200.

**DETERMINATION**

**On the basis of this initial study:**

<input type="checkbox"/>	I find the proposed project could not have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the project proponent has agreed to revise the project to avoid any significant effect. A <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	I find the proposed project could have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT(EIR)</b> is required.
<input type="checkbox"/>	I find the proposed project could have a significant effect on the environment, but at least one effect has been (1) adequately analyzed in a previous document pursuant to applicable legal standards, and (2) addressed by mitigation measures based on the previous analysis as described in the attached initial study. An EIR is required that analyzes only the effects that were not adequately addressed in a previous document.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, no further environmental analysis is required because all potentially significant effects have been (1) adequately analyzed in an earlier EIR or <b>NEGATIVE DECLARATION</b> pursuant to applicable standards, and (2) avoided or mitigated pursuant to that earlier EIR or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are included in the project, and further analysis is not required.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

Name of Preparer: Mike Campbell, AICP

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**Project Description:** The project consists of a master Planned Development Rezoning and subsequent Planned Development Permits and/or Planned Development Permit Amendments to implement a multi-year master plan for the Harker Senior High School Facility. The size of the site is 15.7 gross acres. The current number of students attending the school is 690, however, the school is currently permitted to have up to 890 students plus 154 staff members. The proposed master plan does not anticipate an increase the currently allowed student/staff population. The master plan calls for the removal of existing classroom, administrative and office buildings (62,300 square feet), a dance studio (3,200 square feet), locker rooms (4,900 square feet), a gymnasium (10,400 square feet), and library (4,200 square feet). The master plan also allows the construction of up to 316,440 square feet of new buildings (classrooms, gymnasium, student union building, performing arts center) and a new turf soccer field. The amount of existing building square footage to be demolished is approximately 85,000 square feet, so the total net new building square footage is 231,440. The master plan also includes the construction of a new entry plaza, an underground parking garage for up to 175 spaces, and new surface parking lots for 160 spaces. The maximum amount of parking provided by the proposed new facilities is 335 spaces. The plan includes 65 existing parking spaces to remain, for an overall total of 400 spaces. An Existing Site Plan, showing the existing buildings to be removed, and a Conceptual Site Plan, showing the proposed new buildings and parking facilities are included in the Technical Appendix.

**I. AESTHETICS - Would the project:**

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2
b) Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2
e) Increase the amount of shading on public open space (e.g. parks, plazas, and/or school yards)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2

**FINDINGS:**

The proposed project would alter the existing visual character of the site and its surroundings through various means including the demolition of existing structures and the construction of new classroom buildings and sports fields. However, the proposed project would not significantly degrade the existing visual character of the site in that the project would be required to undergo architectural and site design review by Planning Staff to ensure compatibility with the surrounding neighborhood.

No lighting is proposed for the new soccer field. Exterior building and parking lot lighting associated with the new development would likely create a minor increase in the amount of nighttime lighting than the existing land use on the site; however it would not adversely affect views in the area. The project would be required to conform to the City’s *Commercial Design Guidelines* and to the standards of the City’s Outdoor Lighting Policy. Therefore, less than significant impacts would occur as a result of the project.

The following standard conditions will be included in the Planned Development Permit.

- Design of the project shall conform to the City’s *Commercial Design Guidelines*.
- Lighting on the site shall conform to the City’s Outdoor Lighting Policy (4-3).

MITIGATION MEASURES: None required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**I. AGRICULTURE RESOURCES - Would the project:**

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,3,4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,3,4
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,3,4

**FINDINGS:**

The project site is not located in an area identified as prime farmland, nor is the site being used for or zoned for agricultural use. Therefore, the proposed project will not result in a significant impact on the City’s or Region’s agricultural resources.

MITIGATION MEASURES: None Required.

**II. AIR QUALITY - Would the project:**

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,14
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,14
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,14
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,14
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,14

**FINDINGS:**

The City of San Jose currently uses the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines thresholds of significance for determining potential air quality impacts of new development projects. Because a Community Risk Reduction Plan is under development and not yet adopted, the City requires an analysis and determination of whether projects fall below, meet or exceed the BAAQMD thresholds for six categories: Criteria Air Pollutants; Green House Gases; Toxic Air Contaminants and Particulate Matter; Carbon Monoxide; Odor; and Construction. The BAAQMD CEQA Guidelines contain screening criteria that can be used to determine whether projects should be subject to further analysis for conformance with thresholds of significance for the six categories.

**Criteria Air Pollutants.** The BAAQMD CEQA Guidelines screening criteria for high schools is 2,390 students. The school currently has 690 students and is permitted to have a maximum of 890 students; therefore, the project would not be expected to exceed the threshold for Criteria Air Pollutants.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**Toxic Air Contaminants (TACs) and Particulate Matter (PM<sub>2.5</sub>).** The City of San Jose is currently preparing a Community Risk Reduction Plan, which would require projects considered to be sensitive receptors located within 1,000 feet of sources of diesel PM (e.g. freeways, major roadways, rail lines and rail yards) to provide onsite mitigation measures to reduce the risk posed by TACs and PM<sub>2.5</sub>. Mitigation measures include the planting of evergreen trees such as redwood, deodar cedar, live oak and oleander to reduce exposure to TACs and PM. Schools are considered sensitive receptors, and the project includes the planting of numerous replacement redwood trees, consistent with this mitigation measure. Other mitigation measures related to building construction such as installation of air filtration systems, location of air intakes and windows to reduce PM exposure, and installation of indoor air quality monitoring units could be considered to address potential impacts of TAC and PM exposure.

**Carbon Monoxide.** The Guidelines state that a proposed project would result in less than significant impacts to localized carbon monoxide concentrations if the following screening criteria are met:

1. Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g. tunnel, parking garage, bridge underpass, natural or urban street canyon, below grade roadway).

The traffic analysis prepared for the project concluded that the project would not result in traffic increases, as it would not provide for increased enrollment, nor would the added facilities generate traffic during the peak hours. The project would therefore meet the carbon monoxide screening criteria, and no impacts would result.

**Odor.** The Guidelines threshold is based on the number of confirmed complaints per year averaged over a three year period for land uses that are considered to be sources of odors. Schools are not listed among the land uses considered as sources of odors, therefore there is no impact.

**Construction.** The Guidelines construction-related screening size criterion for high schools is 3,012 students. The school currently has 690 students and is permitted to have a maximum of 890 students; therefore the project would not be expected to exceed the threshold for construction-related impacts for reactive organic gases.

Temporary Air Quality impacts may result from demolition of the existing structure(s), excavation of soil, and other dust creating construction activities on the subject site. Implementation of the mitigation measures listed below will reduce the temporary construction impacts to a less than significant level.

**MITIGATION MEASURES:** The following construction practices shall be implemented during all phases of construction for the proposed project to prevent visible dust emissions from leaving the site.

- Water all active construction areas at least twice daily and more often during windy periods to prevent visible dust from leaving the site; active areas adjacent to windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard;
- Pave, apply water at least three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

- Sweep daily (or more often if necessary) to prevent visible dust from leaving the site (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality; and
- Sweep streets daily, or more often if necessary (preferably with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water at least twice daily, or apply not-toxic soil binders to exposed stockpiles (dirt, sand, etc.) to prevent visible dust from leaving the site;
- Limit traffic speed on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site;
- Install wind breaks, or plant trees/ vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activities when winds instantaneous gusts exceed 25 mph; and
- Limit the area subject to excavation grading, and other construction activity at any one time

**IV. BIOLOGICAL RESOURCES - Would the project:**

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	1,10
b) Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,6,10
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,6
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,10
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	1,11
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2

**FINDINGS:**

**Raptors**

The project site may provide habitat for wildlife species associated with urban areas. Trees in urban areas provide food and cover for wildlife adapted to this environment, including birds such as house finch, mourning dove, house sparrow, and Brewer’s blackbird. In addition, mature trees on the project site may provide nesting habitat for raptors

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

(birds of prey). Raptors and their nests are protected under the Migratory Bird Treaty Act of 1918 and California Department of Fish and Game (CDFG) Code Sections 3503 and 3503.5. Although no raptors or nests were observed on the site, mature trees suitable for raptor nesting occur on the site. Despite the disturbed nature of the site, there remains the potential for raptors to nest in these trees. No other rare, threatened, or endangered animal species were observed on the project site, nor are any expected to occur since the area is generally developed.

Implementation of the mitigation measures listed below will reduce the disturbance to raptors to a less than significant level.

**MITIGATION MEASURE:** If possible, construction should be scheduled between October and December (inclusive) to avoid the raptor nesting season. If this is not possible, pre-construction surveys for nesting raptors shall be conducted by a qualified ornithologist to identify active raptor nests that may be disturbed during project implementation. Between January and April (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests. If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist, shall, in consultation with the State of California, Department of Fish & Game (CDFG), designate a construction-free buffer zone (typically 250 feet) around the nest. The applicant shall submit a report to the City’s Director of Planning indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning prior to the issuance of any grading or building permit.

**Trees**

The City of San José has established regulations for removal of landscape trees at least 56 inches in circumference measured two feet above grade. The proposed project will obtain a permit for the removal of ordinance-sized trees and provide for the replacement of removed trees in conformance with the City of San José Tree Ordinance.

A tree report was prepared for the project by Michael L. Bench, Consulting Arborist. The report identified and evaluated 228 trees on the site, including 24 different species. The most common species were Coast redwood (160 trees), Aristocrat pear (19 trees), American sweet gum (9 trees) and Coast live oak (6 trees). The trees were rated for health and structural integrity, and specific recommendations were made for individual trees determined to be at risk by the proposed development. The report stated that the majority of the redwoods are only in fair condition, with drought stress being the main factor causing decline in the canopies of the trees.

Construction of the proposed project would likely result in the removal of approximately 45 trees from the site, which would include 13 ordinance sized trees. The majority of these trees are redwoods, with other species including Aristocrat pear, maytens, Norway maple, southern magnolia, American sweet gum, birch, Monterey pine, hackberry, and laurel. Approximately 3 of the removals are oaks. Retention of the oaks with the construction of the project is not likely, as they lie within proposed building envelopes. However, to further the intent of the Woodlands, Grasslands, Chaparral and Scrub Policies of the General Plan, the project shall transplant as many removed oaks as possible depending on the health of the trees and their ability to survive such a move as confirmed by a qualified arborist at the PD permit stage. Of the trees to be removed, 4 were described as having health or structural integrity ratings of poor or extremely poor. The exact number of trees to be removed will be determined at the development permit stage. Removal of these trees would be considered a significant impact. The project will be required to conform to the City’s tree preservation ordinance, and will provide replacement trees in conformance with City policy. Replacement trees will be over and above the regular landscaping to be provided on the site.

A copy of the report, entitled An Evaluation of the Established Trees at Harker School, 500 Saratoga Avenue, San Jose, California, dated July 14, 2010, is included in the Appendix to this Initial Study. In addition to the report, a copy

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

of the tree location map with potential trees to be removed highlighted is included. The descriptions (size, species, health and structure conditions, etc.) of all existing trees shown on the map are included in the report.

MITIGATION MEASURES: All trees that are to be removed shall be replaced at the following ratios:

Diameter of Tree to be Removed	Type of Tree to be Removed			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
18 inches or greater	5:1	4:1	3:1	24-inch box
12 - 18 inches	3:1	2:1	none	24-inch box
less than 12 inches	1:1	1:1	none	15-gallon container

x:x = tree replacement to tree loss ratio

**Note:** Trees greater than 18” diameter shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees.

The species and exact number of trees to be planted on the site will be determined at the development permit stage, in consultation with the City Arborist and the Department of Planning, Building, and Code Enforcement.

In the event the project site does not have sufficient area to accommodate the required tree mitigation, one or more of the following measures will be implemented, to the satisfaction of the Director of Planning, Building and Code Enforcement, at the development permit stage:

- The size of a 15-gallon replacement tree may be increased to 24-inch box and count as two replacement trees.
- An alternative site(s) will be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes to the satisfaction of the Director of the Department of Planning, Building, and Code Enforcement. Contact Jaime Ruiz, PRNS Landscape Maintenance Manager, at 975-7214 or [Jaime.Ruiz@sanjoseca.gov](mailto:Jaime.Ruiz@sanjoseca.gov) for specific park locations in need of trees.
- A donation of \$300 per mitigation tree to Our City Forest for in-lieu off-site tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. Contact Rhonda Berry, Our City Forest, at (408) 998-7337 x106 to make a donation. A donation receipt for off-site tree planting shall be provided to the Planning Project Manager prior to issuance of a development permit.

Oak Trees: Implementation of the Master Plan would remove 3 oak trees. At the PD permit stage, the arborist report shall include a section that discusses transplanting any oak tree slated for removal and shall discuss the measures needed to ensure their long term survival.

The following tree protection measures will also be included in the project in order to protect trees to be retained during construction:

- Pre-construction treatments
  1. The applicant shall retain a consulting arborist. The construction superintendent shall meet with the consulting arborist before beginning work to discuss work procedures and tree protection.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

2. Fence all trees to be retained to completely enclose the TREE PROTECTION ZONE prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link or equivalent as approved by consulting arborist. Fences are to remain until all grading and construction is completed.
  3. Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed or supervised by a Certified Arborist and adhere to the Best Management Practices for Pruning of the International Society of Arboriculture.
- During construction
    1. No grading, construction, demolition or other work shall occur within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the consulting arborist.
    2. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the consulting arborist.
    3. Supplemental irrigation shall be applied as determined by the consulting arborist.
    4. If injury should occur to any tree during construction, it shall be evaluated as soon as possible by the consulting arborist so that appropriate treatments can be applied.
    5. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE.
    6. Any additional tree pruning needed for clearance during construction must be performed or supervised by an Arborist and not by construction personnel.
    7. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees shall be designed to withstand differential displacement.

**Habitat Conservation Plan**

To promote the recovery of endangered species while accommodating planned development, infrastructure and maintenance activities, the Local Partners, consisting of the City of San Jose, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, Santa Clara County and the cities of Gilroy and Morgan Hill, are preparing a joint Habitat Conservation Plan/Natural Community Conservation Plan (Habitat Plan). The Santa Clara Valley Habitat Plan (Plan) is being developed in association with the U.S. Fish & Wildlife Service (USFWS), California Department of Fish & Game (CDFG), and the National Marine Fisheries Service (NMFS) and in consultation with stakeholder groups and the general public to protect and enhance ecological diversity and function within more than 500,000 acres of southern Santa Clara County.

The Santa Clara Habitat Plan Planning Agreement outlines the Interim Project Process to ensure coordination of projects approved or initiated in the Planning Area before completion of the Habitat Plan to help achieve the preliminary conservation objectives of the plan, and not preclude important conservation planning options or connectivity between areas of high habitat values. The Interim Project Process requires the local participating agencies to notify the wildlife agencies (DFG and USFWS) of projects that have the potential to adversely impact Covered Species, natural communities, or conflict with the preliminary conservation objectives of the Habitat Plan. The Wildlife Agencies comments on Interim Projects should recommend mitigation measures or project alternatives that would help achieve the preliminary conservation objectives of the Habitat Plan.

The subject site does not meet the threshold that requires an interim HCP project referral.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**V. CULTURAL RESOURCES - Would the project:**

a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,7
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,8
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,8
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,8

**FINDINGS:**

An Historical and Architectural Evaluation was prepared for the buildings at 480 N. Saratoga Avenue, which are adjacent to the Harker School campus and will be impacted by roadway improvements to Saratoga Avenue included in the project. The buildings consist of a single-family house and an associated out building, which contains a garage and an attached secondary residential/storage space. The buildings are more than 50 years old, and therefore require an historical analysis. A copy of the Evaluation, prepared by Urban Programmers and dated November 15, 2010, is included in the Technical Appendix.

The Evaluation concluded that the property is not significant to the history or architectural heritage of San Jose because it is not associated with individuals or events of significance. It further concluded that the architecture does not represent an important example of the Prairie Style design, and that it has been altered with contemporary materials. The property is not considered a potential historic resource.

According to the City’s Archaeological Sensitivity Map, the project site has a low potential for the discovery of archaeological resources and is not considered archaeologically sensitive. The project is not anticipated to impact archaeological resources. However, in the event any resources are found during grading, their disturbance would be a significant impact.

The following standard conditions will be included in the Planned Development Permit.

- Should evidence of prehistoric cultural resources be discovered during construction, work within 50 feet of the find shall be stopped to allow adequate time for evaluation and mitigation by a qualified professional archaeologist. The material shall be evaluated and if significant, a mitigation program including collection and analysis of the materials at a recognized storage facility shall be developed and implemented under the direction of the City’s Environmental Principal Planner.
- As required by County ordinance, this project has incorporated the following guidelines. - Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**VI. GEOLOGY AND SOILS - Would the project:**

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,5,24
2) Strong seismic ground shaking?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	1,5,24
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,5,24
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,5,24
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,5,24
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	X	X	1,5,24
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,5,24
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,5,24

**FINDINGS:**

The site is not located within a Geologic Hazard Zone or Liquefaction Zone. However, the project site is located within the seismically active San Francisco region, which requires that the building be designed and built in conformance with the requirements of the 1997 Uniform Building Code for Seismic Zone 4. The potential for geologic and soils impacts resulting from conditions on the site can be mitigated by utilizing standard engineering and construction techniques. As the project includes these required measures, the potential for seismic impacts will be less than significant.

Prior to issuance of a Public Works Clearance, the developer must obtain a grading permit before commencement of excavation and construction. Implementation of standard grading and best management practices would prevent substantial erosion and siltation during development of the site.

The following standard conditions will be included in the Planned Development Permit.

- The proposed structures on the site would be designed and constructed in conformance with the Uniform Building Code Guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**VII. GREENHOUSE GAS EMISSIONS - Would the project:**

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,14
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,14
(Note: Greenhouse gas(es) include, but are not limited to, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride)					

FINDINGS: The screening criteria for Greenhouse Gases are based on square footage – there is no criterion for number of students. The square footage criterion is 49,000 square feet. Because the total net square footage of new buildings proposed with the project is approximately 231,440 square feet, which exceeds the screening criterion, a quantitative analysis was performed in order to compare the estimated GHC emissions to the BAAQMD threshold of 1,100 Metric Tons of CO<sub>2</sub> per year. A run of the Urbemis 2007 Version 9.2.4 computer model was performed on June 9, 2011 to determine the estimated emissions from the proposed project square footage. The model was run with the assumption that the student population would not change with the implementation of the project. The results of the model runs showed that the project would result in an increase of approximately 991 metric tons per year over existing levels of CO<sub>2</sub>, which is below the BAAQMD significance threshold of 1,100 metric tons per year (a metric ton = 2,205 lbs., slightly more than a ton). The project would therefore result in less than significant impacts. Copies of the Urbemis model run printouts and BAAQMD screening criteria and thresholds are included in the Appendix of this Initial Study.

MITIGATION MEASURES: None required.

**VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:**

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,12
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**FINDINGS:**

Development of the proposed project will require the demolition of existing school buildings on the site, which may contain asbestos building materials and/or lead-based paint. Demolition done in conformance with these Federal, State and Local laws and regulations, will avoid significant exposure of construction workers and/or the public to asbestos and lead-based paint.

The project is not currently included on the State DTSC’s Hazardous Waste and Substances Site List (Cortese List), and the project site is not listed on other federal, state or local databases. There is no historical information that indicates the location or use of hazardous materials at the subject site.

The following standard conditions will be included in the Planned Development Permit.

- In conformance with State and Local laws, a visual inspection/pre-demolition survey, and possible sampling, will be conducted prior to the demolition of the building to determine the presence of asbestos-containing materials and/or lead-based paint.

All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations.

During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employees training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

**IX. HYDROLOGY AND WATER QUALITY - Would the project:**

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,15
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,17
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,9
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,9
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1
j) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1

## FINDINGS:

### Flooding/Drainage

Based on the FEMA flood insurance maps for the City of San Jose, the project site is not located within a 100-year floodplain and would therefore have no impact on 100-year flows. The project would not expose people to flood hazards associated with the 100-year flood. The site is not subject to seiche or tsunami.

### Water Quality – Construction and Post-Construction

The discharge of stormwater from the City's municipal storm sewer system is regulated primarily under the federal Clean Water Act (CWA) and California's Porter-Cologne Water Quality Control Act. The San Francisco Bay Regional Water Quality Control Board (RWQCB) implements these regulations at the regional level through the adoption of discharge permits.

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

- Construction.** The State Water Resources Control Board (SWRCB) adopted a new statewide General Permit for Discharges Associated with Construction Activities (Construction General Permit) in October 2009. The CGP, which becomes effective on July 1, 2010, requires that all construction or demolition activity that results in a land disturbance of one acre or more obtain coverage under the Permit. Coverage is obtained by filing a Notice of Intent (NOI) with the SWRCB and preparing and filing a copy of a Storm Water Pollution Prevention Plan (SWPPP) with the SWRCB. The SWPPP contains all of the proposed erosion and sediment control measures, as well as any other Best Management Practices (BMPs) to be implemented during the construction phases of the project. The CGP specifies minimum BMP requirements, and represents a risk-based permitting approach that also requires more stringent effluent monitoring and reporting requirements.
- Post-Construction.** New and redevelopment projects in San Jose are subject to the conditions of the Municipal Regional Permit (MRP), which was adopted by the RWQCB in October 2009. The MRP replaced the previous countywide municipal separate storm sewer system permits covering dischargers in the south and east Bay Area regions. Provision C.3 of the MRP requires all new and redevelopment projects that result in the addition or replacement of impervious surfaces totaling 10,000 square feet or more to 1) include permanent landscape- or Low Impact Development-based stormwater treatment measures where feasible; 2) ensure that

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

the treatment measures be designed to treat an optimal volume or flow of storm water runoff from the project site; and 3) ensure that storm water treatment measures are properly installed, operated and maintained.

The City’s Post-Construction Urban Runoff Management Policy (6-29) implements Provision C.3 of the MRP. It establishes general guidelines and minimum Best Management Practices (BMPs) for specified land uses, and includes the requirement of regular maintenance to ensure their effectiveness. The City also has an adopted Post-Construction Hydromodification Management Policy (8-14) to manage development related increases in peak runoff flow, volume and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to local rivers, streams and creeks. Implementation of these Policies will reduce potential water quality impacts to less than significant levels.

The proposed project is 15.3 acres in size. Impervious surface materials currently comprise approximately 48% of the site. The proposed project will slightly increase the amount of impervious surface area on the site to approximately 52%. The project will include appropriate site design, source control and treatment controls to reduce runoff flow and water quality impacts, in conformance with the Provision C.3 requirements. Specific source control and treatment control measures will be identified and the development permit stage, but may include bioretention cells, infiltration or detention basins, rainwater harvesting, and pervious paving. Additionally, housekeeping BMPs such as sweeping of paved surfaces, containment of stored materials, and stenciling of on-site storm drain inlets will be implemented by the school.

The project shall comply with the City of San Jose’s Grading Ordinance, including erosion and dust controls during site preparation, and with the City of San Jose’s Zoning Ordinance requirement of keeping adjacent streets free of dirt and mud during construction.

The following standard conditions will be included in the Planned Development Permit.

**Construction Measures**

- Prior to the commencement of any clearing, grading or excavation, the project shall comply with the SWRCB’s GCP, to the satisfaction of the Director of Public Works, as follows:
  1. The applicant shall develop, implement and maintain a SWPPP to control the discharge of stormwater pollutants including sediments associated with construction activities;
  2. The applicant shall file a NOI with the SWRCB.
- The project shall incorporate BMPs into the project to control the discharge of stormwater pollutants including sediments associated with construction activities. Examples of BMPs are contained in the publication *Blueprint for a Clean Bay*, and include inlet protection, straw wattles, stabilized construction entrances, and covered material piles. Prior to the issuance of a grading permit, the applicant may be required to submit an Erosion Control Plan to the City Project Engineer, Department of Public Works, 200 E. Santa Clara Street, San Jose, California 95113. The Erosion Control Plan may include BMPs as specified in ABAG’s *Manual of Standards Erosion & Sediment Control Measures* for reducing impacts on the City’s storm drainage system from construction activities. For additional information about the Erosion Control Plan, the NPDES Permit requirements or the documents mentioned above, please call the Department of Public Works at (408) 535-8300.
- The project applicant shall comply with the City of San Jose Grading Ordinance, including erosion and dust control during site preparation and with the City of San Jose Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction. The following specific BMPs will be implemented to prevent stormwater pollution and minimize potential sedimentation during construction:
  1. Restriction of grading to the dry season (April 15 through October 15) or meet City requirements for grading during the rainy season.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

2. Utilize on-site sediment control BMPs to retain sediment on the project site;
3. Utilize stabilized construction entrances and/or wash racks;
4. Implement damp street sweeping;
5. Provide temporary cover of disturbed surfaces to help control erosion during construction;
6. Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

**Post-Construction**

- Prior to the issuance of a Planned Development Permit, the applicant must provide details of specific Best Management Practices (BMPs), including, but not limited to, bioswales, disconnected downspouts, landscaping to reduce impervious surface area, and inlets stenciled “No Dumping – Flows to Bay” to the satisfaction of the Director of Planning, Building and Code Enforcement.
- The project shall comply with Provision C.3 of the MRP (NPDES Permit No. CAS612008), which provides enhanced performance standards for the management of stormwater of new development.
- The project shall comply with applicable provisions of the following City Policies – 1) Post-Construction Urban Runoff Management Policy (6-29) which establishes guidelines and minimum BMPs for all projects and 2) Post-Construction Hydromodification Management Policy (8-14) which provides for numerically sized (or hydraulically sized) TCMs.

**X. LAND USE AND PLANNING - Would the project:**

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2

**FINDINGS:** Projects that have the potential to physically divide an established community include new freeways and highways, major arterials streets, and railroad lines. The proposed project will not physically divide an established community, and the project is consistent with the site’s General Plan Land Use designation.

The proposed project complies with setbacks required by the City of San José Commercial Design Guidelines in order to avoid possible impacts to surrounding land uses.

To promote the recovery of endangered species while accommodating planned development, infrastructure and maintenance activities, the Local Partners, consisting of the City of San Jose, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, Santa Clara County and the cities of Gilroy and Morgan Hill, are preparing a joint Habitat Conservation Plan/Natural Community Conservation Plan (Habitat Plan). The Santa Clara Valley Habitat Plan (Plan) is being developed in association with the U.S. Fish & Wildlife Service (USFWS), California Department of Fish & Game (CDFG), and the National Marine Fisheries Service (NMFS) and in consultation with stakeholder groups and the general public to protect and enhance ecological diversity and function within more than 500,000 acres of southern Santa Clara County.

The Santa Clara Habitat Plan Planning Agreement outlines the Interim Project Process to ensure coordination of projects approved or initiated in the Planning Area before completion of the Habitat Plan to help achieve the

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

preliminary conservation objectives of the plan, and not preclude important conservation planning options or connectivity between areas of high habitat values. The Interim Project Process requires the local participating agencies to notify the wildlife agencies (DFG and USFWS) of projects that have the potential to adversely impact Covered Species, natural communities, or conflict with the preliminary conservation objectives of the Habitat Plan. The Wildlife Agencies comments on Interim Projects should recommend mitigation measures or project alternatives that would help achieve the preliminary conservation objectives of the Habitat Plan.

The subject site does not meet the threshold that requires an interim HCP project referral.

MITIGATION MEASURES: None Required.

**XI. MINERAL RESOURCES - Would the project:**

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2,23
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2,23

**FINDINGS:**

Extractive resources known to exist in and near the Santa Clara Valley include cement, sand, gravel, crushed rock, clay, and limestone. Santa Clara County has also supplied a significant portion of the nation's mercury over the past century. Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated: the Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as containing mineral deposits which are of regional significance as a source of construction aggregate materials.

Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits which are either of statewide significance or the significance of which requires further evaluation. Therefore, other than the Communications Hill area cited above, San José does not have mineral deposits subject to SMARA.

The project site is outside of the Communications Hill area, and will therefore not result in a significant impact from the loss of availability of a known mineral resource.

MITIGATION MEASURES: None Required.

**XII. NOISE - Would the project result in:**

a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	1,2,13,18
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	1
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1

**FINDINGS:**

The San Jose 2020 General Plan states that the City's acceptable exterior noise level is 55 DNL long term, and 60 DNL short term. The acceptable interior noise level is 45 DNL. The plan recognizes that the noise levels may not be achieved in the Downtown, and in the vicinity of major roadways and the Mineta San Jose International Airport.

A Noise Assessment Study was prepared for the project by Edward L. Pack Associates, Inc. The Study, dated August 18, 2010, analyzed noise impacts from Interstate 280 traffic sources to the proposed performing arts, student union, and classroom wing buildings. It also analyzed potential noise impacts from the proposed gymnasium and multi-purpose field to the adjacent existing residential receptors to the north and east. A copy of the report, entitled Noise Assessment Study for the Harker Senior High School Saratoga Avenue, San Jose, is included in the Technical Appendix of this Initial Study.

**MITIGATION MEASURES:**

**Noise Impacts to the Project.** The Noise Assessment evaluated exterior noise exposures at the Quad area of the campus against the standards of the City of San Jose Noise Element, which limits noise at exterior noise-sensitive spaces to 60dB DNL from transportation-related noise sources. The primary noise source was identified as traffic on the adjacent I-280 freeway. Traffic on Saratoga Avenue was not determined to impact the project buildings or exterior areas. The noise levels ranged from 52 to 57 dB, which is below the threshold. These noise levels represented existing and future conditions, based on predicted traffic level increases on I-280 over the next twenty years.

Because the City of San Jose does not have standards that are applicable to the interiors of school buildings from off-site noise sources such as traffic, noise impacts to the classroom interiors were evaluated against the standards of the American National Standards Institute S12.60 (ANSI), which specifies a limit of 35 dBA for background noise. ANSI does not specify limits for theater interiors, so the report recommended a background noise limit of 25 dB for the proposed performing arts building, due to the noise sensitivity of the theater. The 25 dB limit is common for noise-critical spaces. The interior noise levels in the classrooms and student union were predicted to be within the limits of the American National Standards Institute (ANSI) standards. The interior noise levels in the proposed performing arts building, however, were in excess of the ANSI standards by 7 to 16 decibels. This was due to the building's location in relation to the freeway, and consequent lack of shielding provided by other buildings. The following mitigation measures are required in order to achieve compliance with the recommended standards:

- Maintain closed all windows and doors on the south, west and east sides of the performing arts building during classes and performances. In addition, mechanical ventilation of the performing arts building must be provided to allow windows to remain closed so that they will attenuate exterior noise levels.
- Install windows rated minimum Sound Transmission Class (STC) 32 at first floor elevations. Install windows rated minimum STC 42 at upper floor elevations.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

The following additional measures were recommended in order to achieve compliance with the limit recommended for the interior of the theater:

- Design the theater building shell so there are no windows higher than 12 feet above ground.
- Maintain closed all windows and doors at the first floor elevations of the theater during classes and performances.
- At first (ground) floor elevations, install windows rated minimum STC 44 at the south, west and east elevations. At the north elevation, install windows rated minimum STC 36.

**Noise Impacts Generated by the Project.** The report assumed that project-generated noise would be limited to construction noise, activities conducted in the proposed gymnasium and on the proposed practice field, and mechanical equipment associated with the new buildings. Project-generated noise impacts from the proposed theater, classrooms and student union building were expected to be insignificant.

Short-term construction noise impacts could be generated during the construction phases of the project. Although, no pile driving would be required for construction of the proposed project, residences near the east or north property lines could potentially be exposed to excessive noise levels generated by heavy equipment such as bulldozers, backhoes, scrapers and cement and diesel trucks. While the impacts would be considered temporary, the report recommended the following mitigation measures to reduce potential noise levels during construction:

- Short-term construction noise impacts could be generated during the construction phases of the project. Although, no pile driving would be required for construction of the proposed project, residences near the east or north property lines could potentially be exposed to excessive noise levels generated by heavy equipment such as bulldozers, backhoes, scrapers and cement and diesel trucks. Demolition of buildings should occur in phases with the walls of the building closest to existing residences being removed last, as the walls can act as noise barriers.
- Scheduling noisy operations for the daytime hours of 7:00 a.m. to 5:00 p.m. Monday through Friday.
- All diesel powered equipment should be located more than 200 feet from any residence if the equipment is to operate for more than several hours per day.
- Dirt berming and stockpiling of materials whenever possible can also help reduce noise to sensitive receptor locations.

Noise exposures at the property line and at the setback of the adjacent apartments (north of the site) for activities in the gymnasium were estimated using a potential worst-case scenario (intense event such as a basketball game, dance, or other activity involving live music with windows left open). The resulting noise levels at the property line exceeded the San Jose Zoning Ordinance and General Plan Noise Element standards. The following mitigation measures would be necessary to achieve compliance with the Zoning Ordinance and Noise Element standards:

- Maintain closed all windows and doors on the north, west and east sides of the gymnasium during noise-generating activity periods inside the gymnasium. Noise-generating activities include, but are not limited to, athletic games and practice, social events with music and P.E. events. Mechanical ventilation shall be provided to allow windows to remain closed so that they will attenuate exterior noise levels.
- Install windows rated minimum STC 32. The window assemblies shall contain at least one pane of 3/16" glass.

Noise from the practice field is not expected to exceed the Noise Element standard (55 dB DNL). However, short-term maximum noise levels caused by whistles and shouts could exceed the 55dBA standard of the San Jose Zoning Code at the property lines of adjacent apartment buildings by as much as 15 dBA (see Table IV of Noise Assessment Study). The report states that typical 8-foot high barriers commonly used between residential and non-residential land uses would reduce noise levels at first floor elevations of the adjacent apartment buildings to 56 dBA at the buildings

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

on the east side of the project, and 55 dBA at the buildings on the north side of the project. Noise levels could be reduced at second floor elevations of these buildings to 56 and 58 dBA if walls of 13 feet and 14 feet high, respectively, were constructed. The 8-foot high walls would do nothing to reduce the noise levels at the second story elevations. It further states that should the City of San Jose determine that noise barriers will be required, the consultant (Edward L. Pack Associates, Inc.) should be contacted for precise placement and heights of the barriers.

- Perform a detailed analysis of the practice fields activities to ensure compliance with the City standards under cumulative (traffic + afterschool activities + mechanical equipment, etc.) conditions. The analysis shall be performed by a qualified acoustician prior to issuance of a PD permit.

Because the mechanical equipment for the proposed buildings has not been specified at this point, no acoustical analysis of the potential noise generated by the equipment was included in the report. The report noted, however, that roof-mounted or ground-mounted equipment that is near the residential areas to the east and north and not properly screened may produce excessive noise at the residences. The report recommended the following mitigation measure:

- Perform a detailed analysis of the school mechanical equipment systems to ensure compliance with the City standards under cumulative (traffic + afterschool activities + mechanical equipment, etc.) conditions. The analysis shall be performed by a qualified acoustician prior to issuance of a PD permit.

**XIII. POPULATION AND HOUSING - Would the project:**

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1

**FINDINGS:**

The proposed campus master plan project does not include the construction of new homes or businesses and thus would not directly induce substantial population growth. The project would not displace any existing housing or people because it involves only the redevelopment of an existing school campus that contains no residential units. No extensions of roads or other infrastructure in the vicinity of the campus is proposed with the project, as the student population is expected to remain the same. The project will therefore not indirectly induce population growth.

MITIGATION MEASURES: None required.

**XIV. PUBLIC SERVICES**

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2

**FINDINGS:**

The project site is located in an urbanized area of San Jose, and is well served by existing Fire, Police, School, Park and other Public Facilities. The site is served by two San Jose Fire Department fire stations within four minutes response time. Station 10, located at 511 South Monroe Street, would have an estimated response time of three minutes. Station 14, located at 1201 San Tomas Aquino Road, would also have an estimated response time of three minutes. No additional Fire or Police personnel or equipment are necessary to serve the proposed project.

MITIGATION MEASURES: None required.

**XIV. RECREATION**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2

**FINDINGS:**

The proposed project will not increase the number of residents on the site, and therefore is not expected to impact the use of existing parks or recreation centers such that deterioration would occur or be accelerated.

MITIGATION MEASURES: None required.

**XV. TRANSPORTATION / TRAFFIC - Would the project:**

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2,19
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,2,19
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	1,19
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,19
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,20
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,18
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2,18

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**FINDINGS:**

A focused transportation analysis was conducted by Fehr & Peers that evaluated traffic issues identified by City of San Jose staff. The analysis addressed the following issues related to traffic operations on Saratoga Avenue: left-turn demand (and turn pocket storage length) into the site from southbound Saratoga Avenue; left-turn demand onto the northbound and southbound I-280 on-ramps; conflicts between the left-turn movement onto the southbound I-280 on-ramp and northbound school traffic through the intersections of Saratoga Avenue/Moorpark Avenue and Saratoga Avenue I-280 southbound on-ramp; conflicts on northbound Saratoga Avenue between school traffic entering the site and traffic turning right from the I-280 northbound off-ramp; backups onto I-280; and signal operations and progression on Saratoga Avenue. Additionally, the analysis discussed traffic operations of the Saratoga Avenue/Harker School driveway intersection, and ADA compliance on the northeast corner of the driveway’s intersection with Saratoga Avenue.

The analysis concluded that the proposed Master Plan would not result in traffic increases, as it would not provide for increased enrollment, nor would the added facilities generate traffic during the peak hours. The Master Plan would be expected to decrease school-generated traffic by providing more student parking and therefore replace some two-way trips with one-way trips. The analysis also included recommendations for operational improvements, including: adding “Harker” and “I-280 S” pavement legends to the southbound left-turn lane and adjacent lane on Saratoga Avenue; consider lengthening the southbound left-turn pocket to 150’; improving the northeast corner of the Saratoga Avenue/Harker School driveway intersection to meet ADA standards.

A copy of the traffic analysis memorandum, dated February 25, 2011 is contained in the Appendix to this Initial Study.

MITIGATION MEASURES: None required.

**XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:**

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,15
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,2,21
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,17
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,22
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,21
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,21
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,21

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

**FINDINGS:**

The proposed project would not require construction of new facilities for wastewater treatment, storm drainage, water, or waste disposal because the subject site is located within the City of San Jose Urban Service Area where such facilities exist, and have the capacity to serve the proposed project.

MITIGATION MEASURES: None required.

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal, or (6) eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,10
b) Does the project have impacts that are individually limited, but cumulatively considerable? “Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	1,16
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	1

**FINDINGS:**

As discussed in the previous sections, the proposed project could potentially have significant environmental effects with respect to biological resources (raptors, trees) and noise. With the above noted mitigation, however, the impacts of the proposed project would be reduced to a less than significant level.

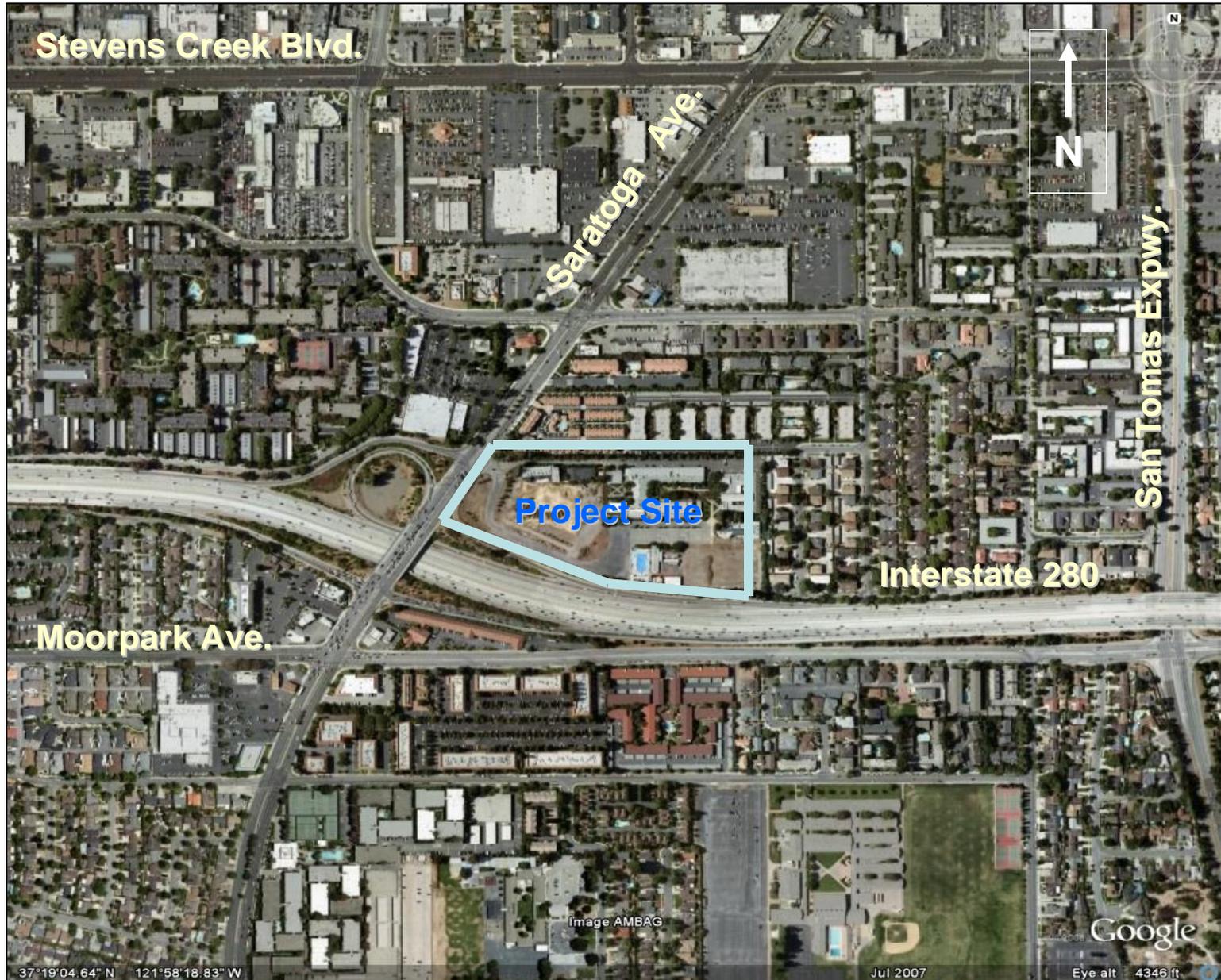
<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
---------------	---------------------------------------	-----------------------------------------------------------	-------------------------------------	------------------	----------------------------

## CHECKLIST REFERENCES

1. Environmental Clearance Application – File No. PDC10-017
2. San Jose 2020 General Plan
3. USDA, Soil Conservation Service, Soil Survey of SC County, August 1968
4. USDA, Soil Conservation Service, Important Farmlands of SC County map, June 1979
5. State of California’s Geo-Hazard maps / Alquist Priolo Fault maps
6. Riparian Corridor Policy Study 1994
7. San Jose Historic Resources Inventory
8. City of San Jose Archeological Sensitivity Maps
9. FEMA Flood Insurance Rate Map, Santa Clara County, 1986
10. California Department of Fish & Game, California Natural Diversity Database, 2001
11. City of San Jose Heritage Tree Survey Report
12. California Environmental Protection Agency Hazardous Waste and Substances Sites List, 1998
13. City of San Jose Noise Exposure Map for the 2020 General Plan
14. BAAQMD CEQA Guidelines, Bay Area Air Quality Management District. April 1996, revised 1999.
15. San Francisco Bay Regional Water Quality Control Board 1995 Basin Plan
16. Final Environmental Impact Report, City of San Jose, SJ 2020 General Plan
17. Santa Clara Valley Water District
18. City of San Jose Title 20 Zoning Ordinance
19. San Jose Department of Public Works
20. San Jose Fire Department
21. San Jose Environmental Services Department
22. San Jose Water Company, Great Oaks Water Company
23. California Division of Mines and Geology
24. Cooper Clark, San Jose Geotechnical Information Maps, July 1974
25. An Evaluation of the Established Trees at Harker School, 500 Saratoga Avenue, San Jose, California, Michael L. Bench, Consulting Arborist, July 14, 2010
26. Historic Evaluation – 480-500 Saratoga Avenue, Urban Programmers, October 25, 2010
27. Noise Assessment Study for the Harker Senior High School Saratoga Avenue, San Jose, Edward L. Pack Associates, Inc., August 18, 2010.
28. Memorandum – The Harker School Master Plan Transportation Analysis, Fehr & Peers, February 25, 2011

## **EXHIBITS**

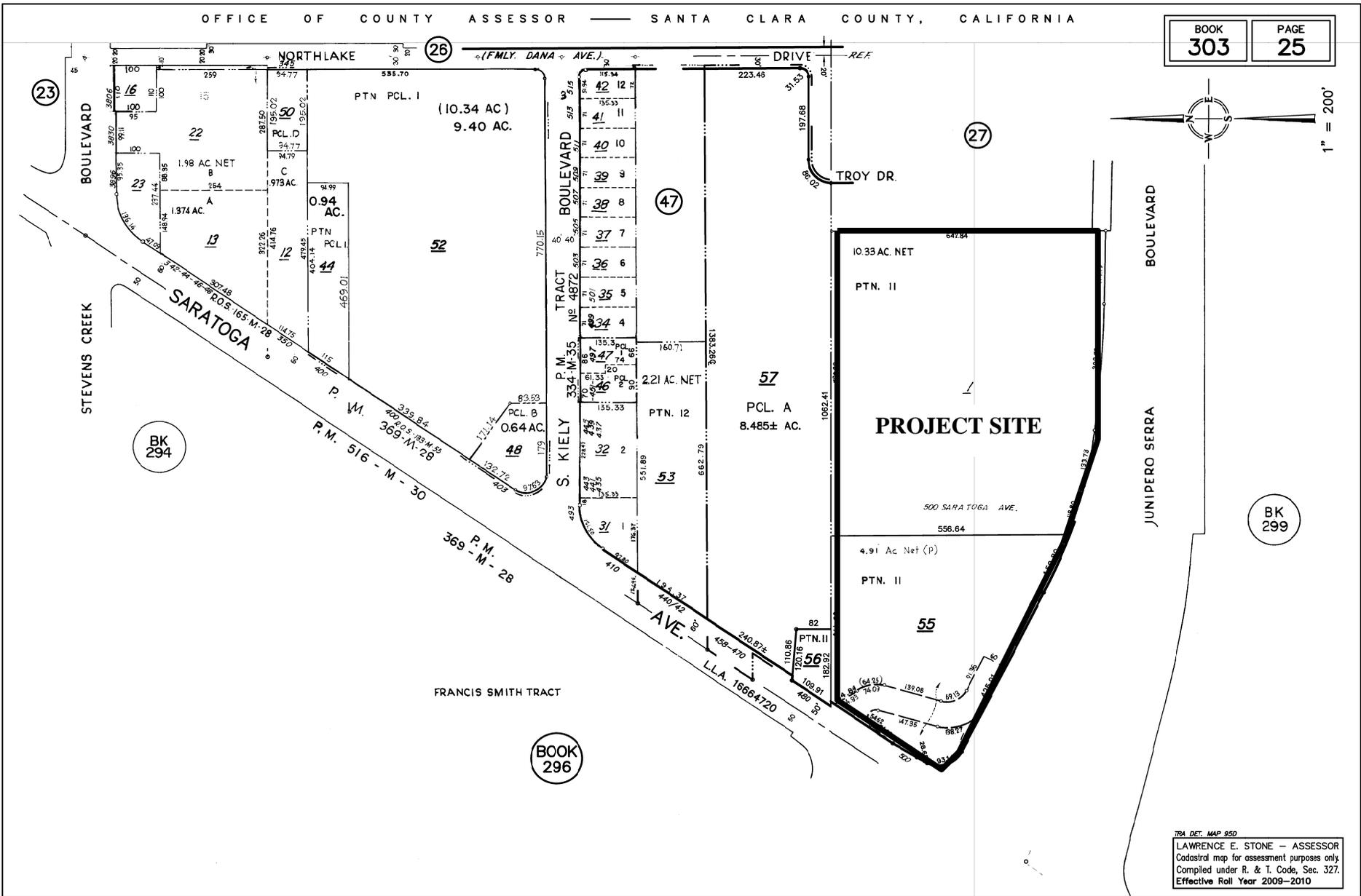
- **Aerial Vicinity Map**
- **Aerial Photo**
- **Assessor's Parcel Map**
- **Zoning Map**
- **General Plan**
- **Site Photos**
- **Existing Site Plan**
- **Conceptual Site Plan**
- **Elevations**



**Aerial Vicinity Map**



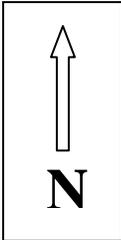
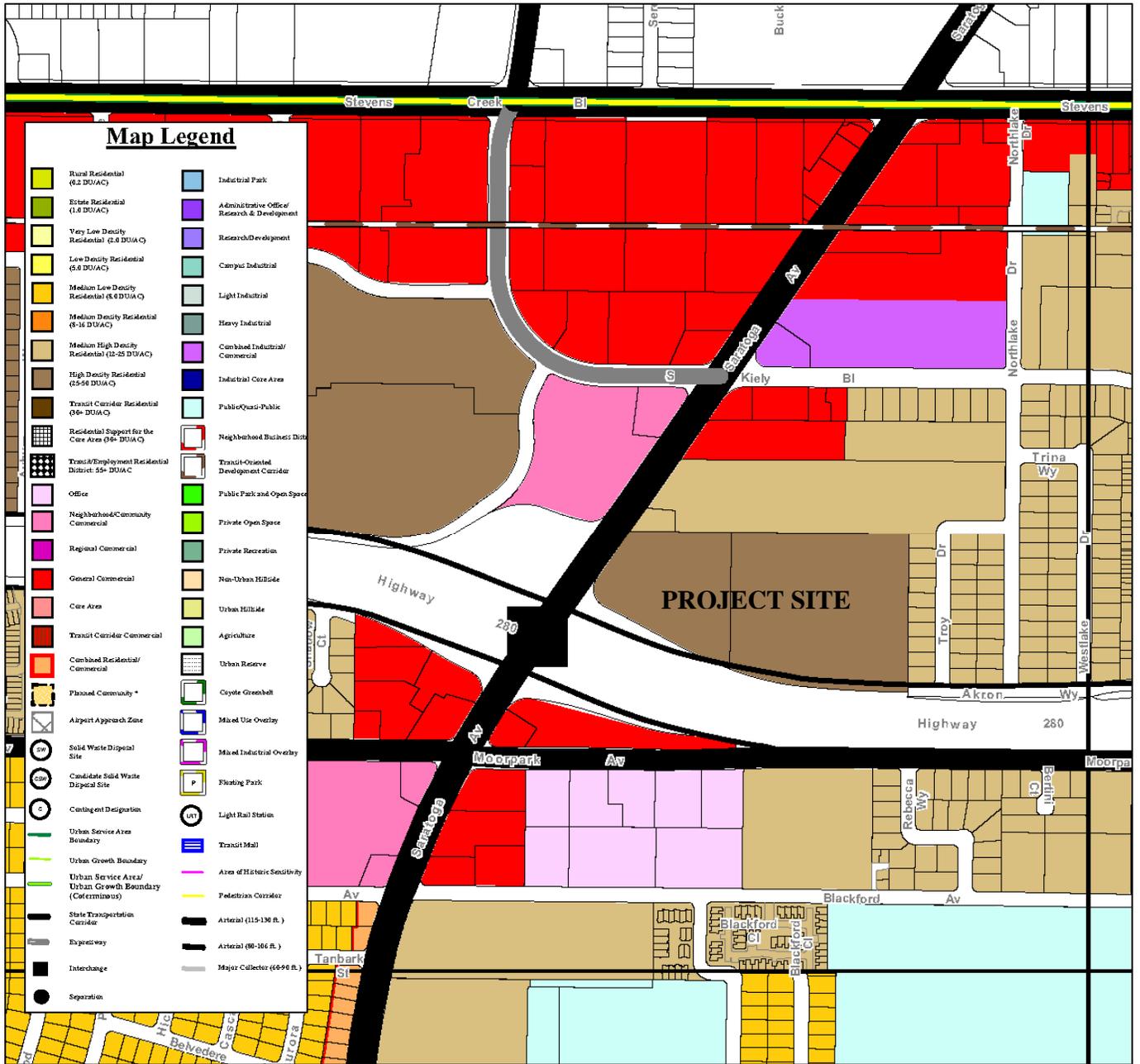
**Aerial Photo**



TRA DET. MAP 950  
 LAWRENCE E. STONE — ASSESSOR  
 Cadastral map for assessment purposes only.  
 Compiled under R. & T. Code, Sec. 327.  
 Effective Roll Year 2009-2010

# Assessor's Parcel Map (NTS)





**General Plan Map**



Viewing southwest toward the temporary parking area from the center of site.



Viewing southwest across the existing football stadium.

## Site Photos



Viewing east along the southerly property boundary, between the existing Nichols Hall building and the freeway off-ramp.



Viewing west across the existing parking area along the northerly property line.

## Site Photos



Viewing west along a corridor from the east side of the property.



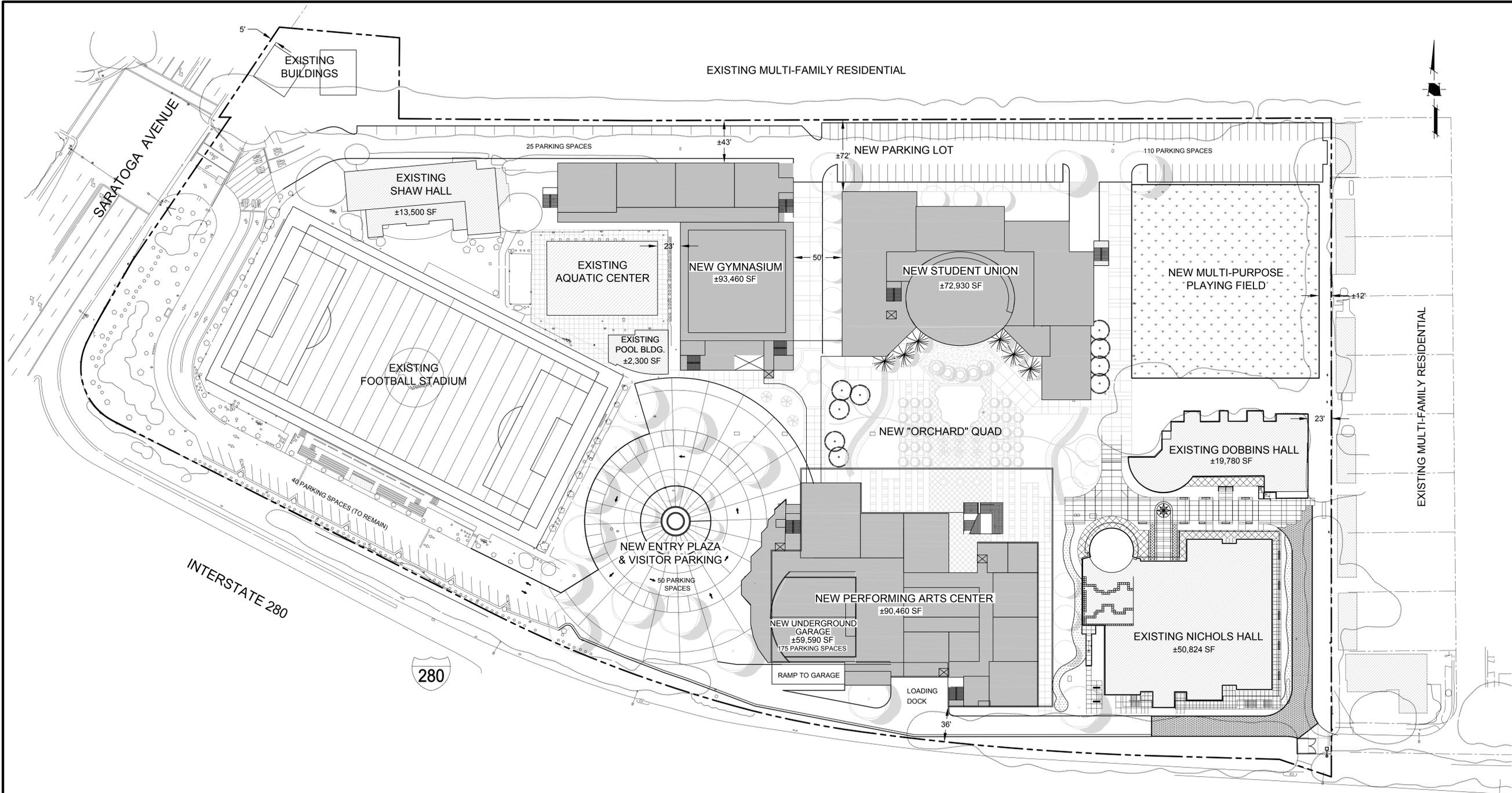
Existing temporary parking area near the center of the site.

**Site Photos**



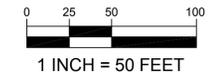
**THE HARKER SCHOOL**  
 500 SARATOGA AVE.  
 SAN JOSE, CA 95129

**GENERAL DEVELOPMENT PLAN**  
**EXHIBIT - C**  
**PDC -**  
**THE HARKER SCHOOL**  
**500 SARATOGA AVE. SAN JOSE**



PARKING TABLE	
PARKING DESCRIPTION	SPACES
EXISTING SURFACE PARKING 1	65
NEW PARKING LOT	110
NEW VISITOR PARKING LOT	50
NEW PARKING GARAGE	UP TO 175
<b>TOTAL:</b>	<b>UP TO 400</b>

NEW BUILDING AREA TABLE	
BUILDING DESCRIPTION	GROSS SF
GYMNASIUM	93,460
PERFORMING ARTS CENTER	90,460
GARAGE (UNDERGROUND)	59,590
STUDENT UNION	72,930
<b>TOTAL:</b>	<b>316,440</b>



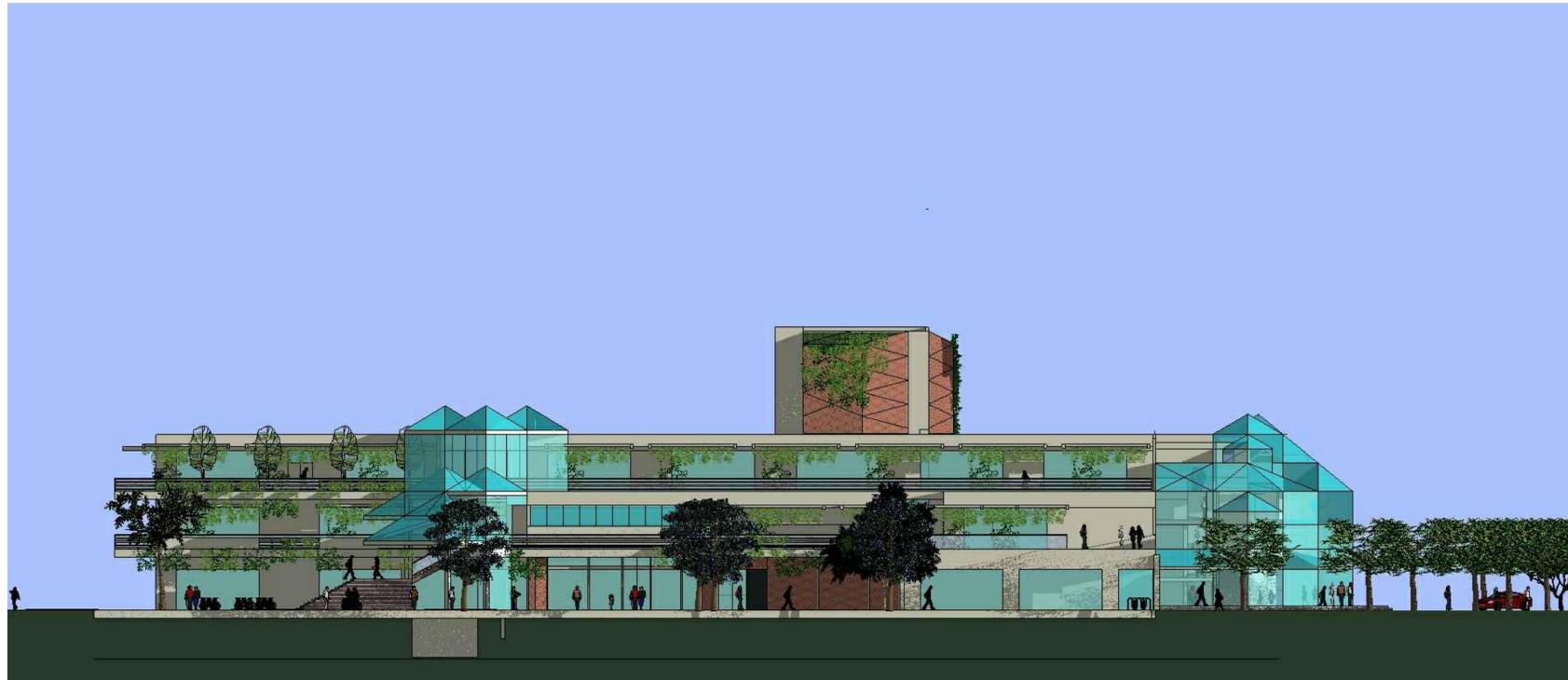
NO	DATE	DESCRIPTION
PROJECT NO:		3588.00
CAD DWG FILE:		358800SP.DWG
DESIGNED BY:		ML
DRAWN BY:		ML
CHECKED BY:		RTH
DATE:		5/30/2010
SCALE:		1" = 50'
© HMH		

**CONCEPTUAL**  
**SITE PLAN**



THEATER -WEST ELEVATION

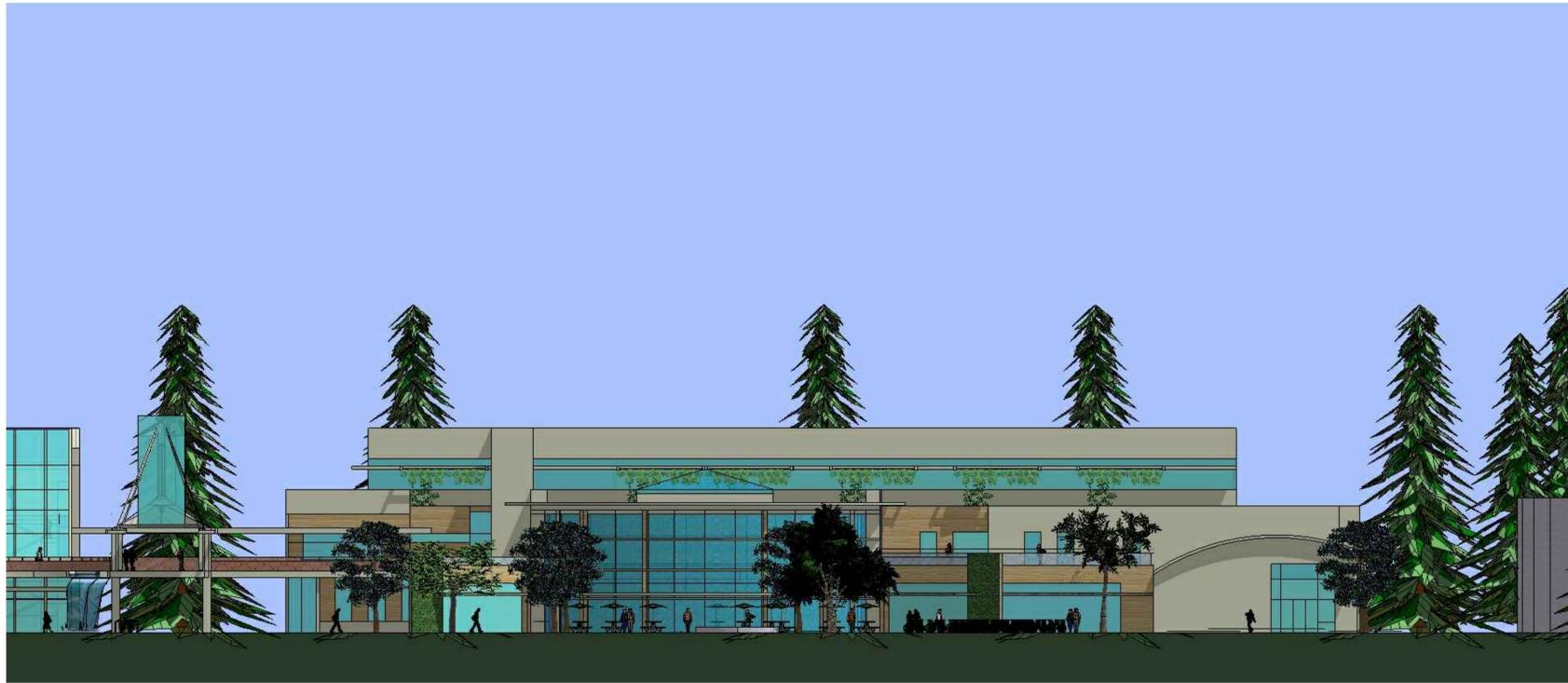
SCALE: 1/16"=1'-0"



THEATER -NORTH ELEVATION

SCALE: 1/16"=1'-0"





STUDENT UNION -SOUTH ELEVATION

SCALE: 1/16"=1'-0"



GYMNASIUM -SOUTH ELEVATION

SCALE: 1/16"=1'-0"

