

**ADDENDUM TO THE DOWNTOWN COLLEGE PREPARATORY RELOCATION PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Pursuant to Section 15164 of the CEQA Guidelines, the City of San José has prepared an Addendum to the Downtown College Preparatory Relocation Project Initial Study/Mitigated Negative Declaration (IS/MND) because minor changes made to the project, as described below, do not raise important new issues about the significant impacts on the environment.

PROJECT DESCRIPTION

File Nos. PDC16-050 & PD16-035: Planned Development Zoning and Planned Development Permit to establish custom vehicle and parking requirement for an existing school, to re-design the parking lot, driveways, and outdoor recreation space, and to allow an after school evening academic program until 8 PM on a 3.376 gross acre site.

Location: The project is located on the southeast corner of Monterey Highway and East Alma Avenue, at 1402 Monterey Road. **Council District:** 7. **Assessor's Parcel Numbers:** 477-07-012.

The environmental impacts of this project were addressed by the "Downtown College Preparatory Relocation Project" IS/MND, adopted by the Planning Commission on April 27, 2016. The proposed project is eligible for an addendum pursuant to CEQA Guidelines §15164, which states that "A lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines §15162 calling for preparation of a subsequent EIR have occurred." Circumstances which would warrant a subsequent EIR or negative declaration include substantial changes in the project or new information of substantial importance which would require major revisions of the previous EIR due to the occurrence of new significant impacts and/or a substantial increase in the severity of previously identified significant effects.

The following impacts were reviewed and found to be adequately considered by the Downtown College Preparatory Relocation Project IS/MND:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazardous Materials | <input checked="" type="checkbox"/> Hydrology & Water Quality |
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Utilities & Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

ANALYSIS

On April 27, 2016, the City adopted the Downtown College Preparatory Relocation Project IS/MND and approved the Downtown College Preparatory Relocation Project (File No. CP16-013). The IS/MND analyzed the relocation of two Downtown College Preparatory charter schools from their original locations to a renovated commercial building located at 1402 Monterey Highway.

Since adoption of the IS/MND, the project is proposing changes to the site which are the subject of this Addendum. These modifications include: an increase in the number of students, a reduction in on-site parking, the conversion of designated parking areas into outdoor recreational space for the students, and the inclusion of an after-school evening academic program until 8:00 PM.

The purpose of this Addendum is to analyze the impacts which may result from the proposed project. Attached is additional discussion and analysis that describes the environmental impacts of the proposed project compared to the impacts of the previously approved project, as addressed in the IS/MND. Specifically it addresses those resource areas which would be potentially affected by the proposed changes to the previously approved project which include: air quality, noise, and transportation.

The Addendum will not be circulated for public review, but will be attached to the Downtown College Preparatory Relocation Project IS/MND, pursuant to CEQA Guidelines §15164(c). The Addendum provides background on the project description, specific project impacts, and the relationship between previous mitigation measures and the revised project.

Krinjal Mathur
Environmental Project Manager

Harry Freitas, Director
Planning, Building and Code Enforcement

5/11/17

Date



Deputy

Attachment: Addendum to the Downtown College Preparatory Relocation Project, May 2017

**ADDENDUM
TO THE FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE
DOWNTOWN COLLEGE PREP RELOCATION PROJECT**

May 2017

1.0 PURPOSE OF ADDENDUM

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is certified and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

On April 27, 2016, the City adopted the *Downtown College Preparatory Relocation Project* Initial Study/Mitigated Negative Declaration (IS/MND) and approved the Downtown College Preparatory Relocation Project (File No. CP16-013). The IS/MND analyzed the relocation of two Downtown College Preparatory (DCP) charter schools from their original locations to a renovated commercial building located at 1402 Monterey Highway.

Since adoption of the IS/MND, changes to the 2016 project have been proposed, which are the subject of this Addendum. The purpose of this Addendum is to analyze the impacts which may result from the modified 2016 DCP project (see Section 2.0, *Description of the Proposed Changes to the Project*).

The CEQA Guidelines Section 15162 states that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete of the Negative Declaration was adopted, shows any of the following:

- a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 states that the Lead Agency or a Responsible Agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in 15162 (see above) calling for preparation of a subsequent EIR have occurred.

2.0 DESCRIPTION OF THE PROPOSED CHANGES TO THE PROJECT

Section 2.1 describes the project as approved in 2016 and analyzed in the IS/MND. Section 2.2 describes the proposed changes to the previously approved project.

2.1 SUMMARY OF APPROVED PROJECT

The previously approved project included five primary components: 1) relocation of two DCP charter schools from their original locations to a new location at 1402 Monterey Highway, 2) demolition of one existing building and renovation of two existing buildings on the project site to support school activities, 3) increase the total number of students attending the school, 4) design of site access and parking to avoid significant traffic impacts and provide sufficient on-site parking, and 5) establishment of a school schedule that avoids significant traffic impacts (see Figure 2.1-1).

2.1.1 Relocation of the Existing Schools

The original DCP schools included El Primero High School, located at 1460 The Alameda, and El Camino Middle School, located at 1155 East Julian Street, both in San José. The approved project allowed for the relocation of both campuses onto a single site located at 1402 Monterey Highway in San José.

2.1.2 Demolition and Renovation of Existing Buildings

Prior to implementation of the proposed project, the project site was developed with vacant commercial buildings which were most recently occupied by a lumber supply store. The three buildings on-site occupied a combined total of 81,498 square feet. The main retail building (referred



FIGURE 2.1-1

to as “Building One” in the IS/MND and “Building A” on the plans), totaling 64,595 square feet, is located in the southwest portion of the site.

The two smaller buildings on the project site, totaling 16,903 square feet, occupied the eastern portion of the site. These buildings shared a partition wall and were configured in an L-shape. The eastern building is referred to as “Building Two” (referred to as “Building B” on the plans) and the western building is referred to as “Building Three.”

For the remainder of this analysis, Building A is referred to as Building One and Building B is referred to as Building Two for consistency in comparison with the previous IS/MND.

The approved project allowed for the demolition of Building Three and the renovation of Buildings One and Two to support the school. Specifically, Building One would be renovated to accommodate classrooms for both the middle school and high school, including partitioning areas of the building for individual classrooms and ancillary uses, as well as establishing a partial second floor that would consist of classrooms and a staff workroom/lounge area. Exterior renovations to Building One would include the addition of windows on the first and second floors, as well as other minor modifications including the addition of a second entranceway to the building.

Building Two would be renovated to house a multi-use room, dance/weight room, and boys’ and girls’ locker rooms. Physical education and sports activities would occur within Building Two and at off-site locations. No outdoor activity space for the students was included in the approved project.

2.1.3 Increase in the Total Number of Students

Prior to the 2016 approved project, the student capacity at the existing schools was 357 high school students and 140 middle school students. The 2016 approved project allows for 709 high school students and 528 middle school students, for a total of 1,237 students. A net increase of 740 students compared to the number of students on the former campuses.

2.1.4 Site Access and Parking

The approved project included reconfiguring the existing parking lot and modifying the automobile circulation. The area in front of Building One would continue to be a parking lot and the area between Buildings One and Two would be converted to surface parking. A total of 187 parking spaces would be provided.

To facilitate student drop-off and pick-up, one full access driveway on Alma Avenue and one right-in/right-out only driveway on Monterey Highway would be removed. The remaining driveways on Alma Avenue were retained with the westernmost driveway being ingress only and the easternmost driveway being egress only. The approved project also provided for 195 bicycle parking spaces.

2.1.5 School Schedule

To accommodate a maximum of 1,237 students on-site and avoid any significant traffic impacts to local intersections, the approved project would operate on the following schedule:

Time	Activity
6:50-7:20 AM	Breakfast (15 percent of middle school students participate)
7:20-8:20 AM	Zero Period (50 high school students estimated to participate)
7:30 AM	Start of School – Middle School
8:30 AM	Start of School – High School
2:55 PM	End of School – Middle School
3:55 PM	End of School – High School (10 percent of high school students are estimated to stay late for after-school programs)

2.2 PROPOSED CHANGES TO THE APPROVED PROJECT

The modified 2017 project proposes a Planned Development Rezoning and Planned Development Permit for:

- an increase in the number of students,
- a reduction in on-site parking,
- the conversion of designated parking areas into outdoor recreational space for the students,
- the inclusion of an after-school evening academic program until 8:00 PM, and
- the inclusion of a water conservation/stormwater management education program for enrolled students.

No changes are proposed to the approved school schedule or site access. Site circulation will be simplified as a result of the inclusion of the proposed outdoor recreation and education space. See Figure 2.2-1 for the purposed site plan.

2.2.1 Project Details

2.2.1.1 Student Enrollment

The approved project allowed for 528 middle school students and 709 high school students in the traditional school program. As proposed the project would increase the total number of middle school students to 571, a net increase of 43 students, and decrease the total number of high school students in the traditional school program to 654, a net decrease of 55 students. This would result in a net decrease of 12 students within the traditional school program. An additional 300 high school students are proposed in a non-traditional school program, described below.

The non-traditional program, referred to as the NextGen Program, is a career based program that would allow student internships to be completed during school hours. Specifically, students within this program would participate in off-campus educational and workforce activities from 8:30 AM to 12:30 PM and arrive on campus for classes beginning at 1:30 PM. Classes would run until approximately 8:00 PM. The program would be open to junior and senior year students. The morning activities may include concurrent enrollment at a local community college and internships or other work experience.

This schedule would result in 300 students arriving at and leaving campus during off-peak commute hours so as not to obstruct the existing school schedule.



2.2.1.2 Parking

The approved project included 187 parking spaces on-site. The modified project would reduce the total number of parking spaces to 92 (a net reduction of 96 spaces) to provide outdoor recreational and teaching space for the students, as described below.

2.2.1.3 Campus Facilities

The approved project included a 70-space surface parking lot between Buildings One and Two. Under the proposed modified project, this area would be utilized as an outdoor recreation space for the students. The space would be available to students for physical education, as well as break periods and outdoor teaching space.

The main parking lot would also be altered by removing approximately 25 parking spaces in the northeast corner of the lot, adjacent to Alma Avenue, for an outdoor garden/environmental science classroom. The garden/science area would be used as part of the educational programming on campus.

2.2.1.4 Drought Response Outreach Program

In an effort to educate enrolled students about water conservation, storm water management and drought resistant landscaping, DCP was awarded a Drought Response Outreach Program (DROPS) grant by the State Water Resources Control Board (pending CEQA approval). The goal is to minimize the amount of run-off from the building roofs and hardscape surfaces on-site from going into the storm drainage system. As proposed, the roof runoff would be redirected into a detention chamber beneath the outdoor activity field, where the water would percolate into the ground and assist in replenishing the ground water. Additionally, a rainwater harvesting system is proposed to provide irrigation for on-site landscaping and the student education garden.

3.0 ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE PROJECT

The discussion below describes the environmental impacts of the proposed modified 2017 project compared to the impacts of the approved 2016 project, as addressed in the IS/MND. Also noted are any changes that have occurred in the environmental setting that would result in new impacts or impacts of greater severity than those identified in the previously adopted IS/MND. This Addendum only addresses those resource areas which would be potentially affected by the proposed changes to the approved 2016 project (air quality, noise, and transportation). All applicable mitigation measures and permit conditions would continue to apply to this permit in all CEQA resource areas.

The proposed modifications to the approved 2016 project would not alter the analysis in the IS/MND with regard to the other resources areas.

3.1 AIR QUALITY

The change to the 2016 project relevant to air quality is the incorporation of outdoor recreational and education spaces for students on the campus. Previous analysis indicate the previous project would

be well below the Bay Area Air Quality Management District's (BAAQMD) screening sizes for operational emissions regarding criteria pollutants. The currently proposed project would continue to operate under the screening size and therefore, would remain less than significant impact under CEQA. The use of outdoor areas on campus would, however, place sensitive receptors in proximity to sources of toxic air contaminant (TAC) emissions. The following analysis addresses the potential TAC air quality impacts that would result from the use of outdoor spaces on campus. A TAC analysis was previously prepared regarding the potential impact to outdoor use areas on the project site. This analysis was not included in the approved project because the final approved project did not include outdoor use areas. This analysis is attached to this addendum as Appendix A.

3.1.1 Findings of the Previously Adopted IS/MND

3.1.1.1 Operational Toxic Air Contaminants Impacts to the Project Site

The primary source of TACs within the project area is traffic on Monterey Highway and Alma Avenue. There are no off-site stationary sources within 1,000 feet of the project site that would generate substantive TAC emissions. The analysis found that the annual cancer risk to students inside or outside the building would be above the Bay Area Air Quality Management District (BAAQMD) threshold of 10 cancer cases per one million. This cancer risk was, however, based on a 70-year exposure. Because students would be on-site for a maximum of eight years (assuming attendance for middle school and high school), roadway volumes and transportation-related emissions are assumed to decline over time, and no outdoor space was proposed, the exposure impact was found to be less than significant. Nevertheless, the approved project included mitigation measures to further reduce exposure to students within the classroom buildings.

3.1.2 TAC Emissions Effects on the Modified Project

The modified project would add two new outdoor recreational and education spaces for the students of the school. The California Supreme Court in a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 2134780)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. While impacts to a project from existing environmental conditions are not a CEQA issue, the City of San José currently has policies that address existing conditions affecting a proposed project. This is consistent with one of the primary objectives of CEQA, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document can include information of interest even if such information is not an "environmental impact" as defined by CEQA. Therefore, this section will discuss operational issues that relate to City policies pertaining to existing conditions and potential effects on future students.

The City's General Plan Policy MS-11.1 requires completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. This policy requires new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project design or be located an adequate distance from sources of TACs to avoid significant risks to health and safety.

BAAQMD provides Roadway Screening Analysis Tables that are used to assess potential cancer risk and annual PM_{2.5} concentrations from surface streets for each Bay Area county. The criteria used by the City of San José are that a project would result in TAC or PM_{2.5} health risks if:

- An excess cancer risk level of more than 10 in one million, or a non-cancer (chronic or acute) hazard index greater than 1.0.
- An incremental increase of more than 0.3 micrograms per cubic meter (µg/m³) annual average PM_{2.5}.

Within 1,000 feet of the project site, students would be exposed to TAC emissions from Monterey Highway and Alma Avenue. The original analysis in the IS/MND assumed a standard 70-year exposure, which is a very conservative estimate of potential health risks when addressing a school use. To account for the limited time that students would be on campus, the updated analysis assumed an average exposure of eight hours per day for 180 days per year for a period of eight years (middle school and high school).

The updated analysis found that the long-term cancer risk and PM_{2.5} concentrations of outdoor student exposure from mobile source emissions on the local roadways would not exceed the BAAQMD thresholds. Table 3.1-1 below outlines the exposure risk relative to the thresholds.

Table 3.1-1		
Student Risk Impacts from Mobile Source Emissions		
Source	TAC Risk (per million)	PM_{2.5} (µg/m³)
Alma Avenue	0.23	0.04
Monterey Highway	1.77	0.07
<i>Single Source Threshold</i>	<i>10</i>	<i>0.3</i>
Cumulative Exposure ¹	2.00	0.11
<i>Cumulative Threshold</i>	<i>100</i>	<i>0.8</i>

As shown in Table 3.1-1, the health risk to students would be below the BAAQMD thresholds and the modified project would be consistent with General Plan Policy MS-11.1 and no new CEQA impact would result.

All applicant standard permit conditions, as previously identified in the IS/MND, for construction would continue to apply to this Planned Development Permit.

3.2 NOISE

The change to the 2016 project relevant to noise is inclusion of outdoor spaces for students on the campus. The outdoor spaces would place sensitive receptors in proximity to noise from Monterey Highway and Alma Avenue traffic. The change to the project would not change the conclusions regarding project noise impacts to nearby land uses because there are no sensitive land uses adjacent

¹ Cumulative exposure is the combined effect of all source emissions within 1,000 feet of the project site.

or in proximity to the project site. All sensitive receptors are separated from the project by major roadways and commercial buildings.

The following analysis addresses the potential noise effects that would result from placing outdoor use areas on the school campus. An updated noise analysis to the previously approved 2016 project is attached to this addendum as Appendix B.

3.2.1 Findings of the Previously Adopted IS/MND

3.2.1.1 Noise Effects on the Project Site

The 2016 analysis concluded that students would not be exposed to exterior noise levels in excess of City standards because no outdoor uses were proposed and interior standards could be met with the appropriate sound rated windows and possibly other noise insulation measures required for Building One.

3.2.1.1 Noise Effects from the Project Site

The approved project would generate approximately 1,219 net new AM Peak Hour and 613 net new afternoon Peak Hour traffic trips. These volumes would not be sufficient to double existing traffic volumes and substantially increase noise levels (by three dBA DNL or more) in the immediate project area. Therefore, the 2016 analysis concluded that the project would have a less than significant long-term noise impact on the nearby residential land uses.




3.2.2 Noise Effects on the Modified Project

The modified project would provide for two outdoor spaces on the campus. The outdoor spaces would be located between Buildings One and Two and at the northeast corner of the project site, adjacent to Alma Avenue. The California Supreme Court in a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. While impacts to a project from existing environmental conditions is not a CEQA issue, the City of San José currently has policies that address existing conditions affecting a proposed project. This is consistent with one of the primary objectives of CEQA, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document can include information of interest even if such information is not an “environmental impact” as defined by CEQA. Therefore, this section will discuss “planning considerations” that relate to City policies pertaining to existing conditions.

The City’s General Plan Policy EC-1.1 requires new development to be located in areas where noise levels are appropriate for the proposed uses, considering Federal, State and City noise standards and guidelines as a part of new development review. Within the City of San José, applicable standards and guidelines for land uses in San José include:

General Plan

The Envision San José 2040 General Plan includes policies applicable to all development projects in San José. The City's noise and land use compatibility guidelines are shown in Table 3.2-1, below.

Table 4.12-2: Land Use Compatibility Guidelines for Noise in San José (GP Table EC-1)						
Land Use Category	Exterior DNL Value in Decibels					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care ¹						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, and Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, and Amphitheaters						
¹ Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required. Normally Acceptable:  Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Conditionally Acceptable:  Specified land use may be permitted only after detailed analysis of the noise reduction requirements and noise mitigation features included in the design. Unacceptable:  New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies. Development will only be considered when technically feasible mitigation is identified that is also compatible with relevant design guidelines.						

Policy EC-1.1: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review.

Policy EC-1.2: Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

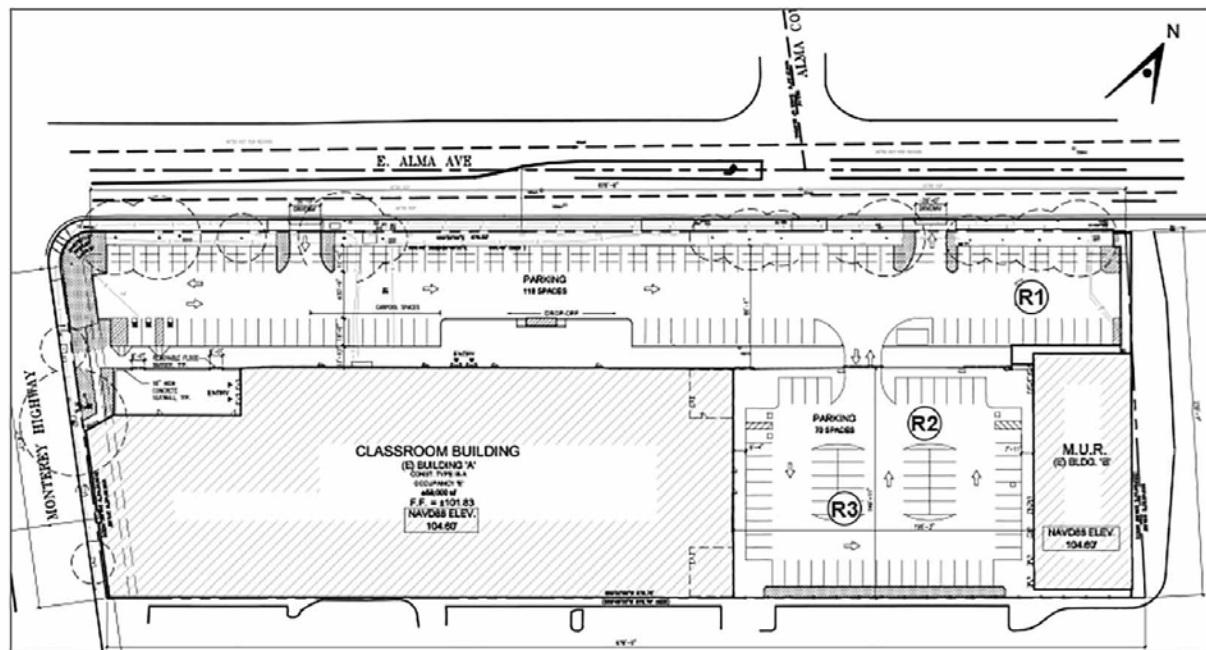
- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable"; or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.

For schools, noise levels up to 60 dBA DNL are considered acceptable and noise levels up to 75 dBA DNL are considered conditionally acceptable.

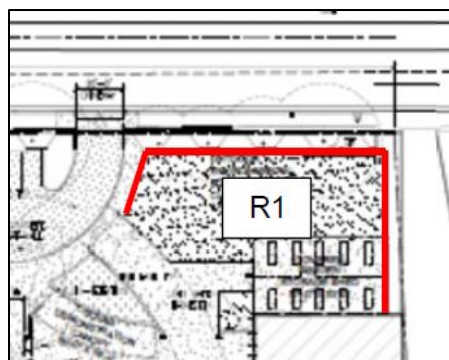
3.2.2.1 Exterior Noise

Ambient noise levels on the project site would be influenced primarily by automobile traffic. The General Plan states that current noise levels on the project site range from 65 to 70 dBA DNL near Monterey Highway. Based on estimated future traffic volumes associated with planned growth, the General Plan FEIR concluded that ambient noise levels on the project site would continue to be 65 to 70 dBA DNL by 2035, which is within the conditionally acceptable limit of 60 to 75 dBA for school land uses.

Noise measurements were taken at the project site and combined with future estimated traffic volumes, including the project (see figure below) to determine the effect of ambient noise levels on the students. Based on the future noise condition, location R1 (the outdoor garden/classroom) would be exposed to traffic noise levels of 66 dBA DNL. At the recreational area between the buildings (locations R2 and R3), the noise levels would be 55 to 58 dBA DNL. As a result, location R1 would exceed the City's "normally acceptable" noise standards for schools. Locations R2 and R3 would be within the City's "normally acceptable" noise standards.



To reduce the noise level at location R1 to an acceptable level, the project would need to



~~construct noise report recommends that~~ a six-foot noise barrier around the perimeter of the garden area be constructed. The barrier would need to be constructed from materials with a minimum surface weight of 3.0 pounds/square foot, such as a one-inch thick wood fence boards, masonry block, or concrete, and be constructed so as not to have any cracks or gaps between barrier materials, or between the barrier and the ground. The adjacent figure shows the location of the recommended sound barrier.

With the addition of the recommended sound barrier, the noise levels at location R1 would be reduced from 66 dBA DNL to 59 dBA DNL. This would be within the City’s “normally acceptable” noise standards. As a result, the modified project would be consistent with General Plan Policy EC-1.1 ~~and no new CEQA impact would result.~~ Pursuant to the California Supreme Court’s December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District*], the sound level at a project site from surrounding conditions is not considered an “environmental impact” as defined by CEQA and would be a planning consideration.

The recommended sound barrier will not be included in the modified project for the following reasons: a solid blank wall at this location, along the project frontage on Alma Avenue, would create a graffiti hazard and pose a security issue due to limited visibility from the street.

3.2.2 Noise Effects From the Modified Project

The total number of traffic trips would increase with the modified project as a result of the additional 300 students in the NextGen Program. The additional traffic trips associated with the additional student drop-offs/pick-ups, combined the traffic trips from the approved project would not be sufficient to double existing traffic volumes and substantially increase noise levels (by three dBA DNL or more) in the immediate project area. Therefore, consistent with General Plan Policy EC-1.2, the modified project would have a less than significant long-term noise impact on the nearby residential land uses.

3.3 TRANSPORTATION

The change to the 2016 project relevant to transportation is the reduction of parking spaces on the project site. While there is an increase in the number of students proposed to this project, the additional students would be participating in the non-traditional programs that would arrive on campus starting at approximately 1:30 PM. The increase enrollment for the evening program will not add traffic to the A.M. or P.M. Peak Hour because no additional students would be arriving or exiting campus during standard AM and PM Peak Hour commute times. As a result, the modified project would not change the conclusions of the previous analysis in the IS/MND regarding intersection level of service.

3.1.1 Findings of the Previously Approved IS/MND

3.1.1.1 Parking

The approved project would have a total of 187 on-site parking spaces to serve 72 full and part-time employees and guests of the school. Students are prohibited from driving to campus.

Per the City of San José Municipal Code (Chapter 20.90.060), elementary (K-8) schools are required to provide one parking space per teacher plus one parking space per employee and secondary (9-12) schools are required to provide one space per teacher, one space per employee, and one space for every five students. In addition, elementary schools (K-8) are required to provide one bicycle parking space per every 10 full-time employees plus six additional bicycle parking spaces per classroom. Secondary schools (9-12) are required to provide one bicycle parking space per every 10 full-time employees plus 10 additional bicycle parking spaces per classroom.

Based on the City's parking requirements, the proposed school is required to provide a total of 214 off-street parking spaces (72 staff/faculty parking spaces and 142 student parking spaces) and 195 bicycle parking spaces. Based on City of San José parking requirements, the school would not provide adequate on-site automobile parking.

3.2.2 Traffic Effects from the Modified Project

The modified project would reduce the total number of parking spaces on-site from 188 to 94. Bicycle parking would increase from 195 to 220 with 180 bicycle spaces being designated long-term and 40 being designated short-term.

While the modified project would not meet the City's standard parking requirements, the project would provide sufficient automobile parking for school staff and bicycle parking for staff and students.

The lack of parking is not, in and of itself, a CEQA impact, but an operational issue of the modified project.

4.0 CONCLUSION

Based on the above analysis and discussion, no substantive revisions are needed to the 2016 IS/MND, because no new significant impacts or impacts of substantially greater severity would result from the modified project. There have been no changes in circumstance in the project area that would result in new significant environmental impacts or substantially more severe impacts, and no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts than were discussed in the 2016 IS/MND. Therefore, no further evaluation is required, and no Subsequent IS/MND is needed pursuant to State CEQA Guidelines Section 15162. An Addendum has therefore appropriately been prepared, pursuant to Section 15164.

Pursuant to CEQA Guidelines Section 15164(c), this Addendum need not be circulated for public review, but will be included in the public record file for the *Downtown College Preparatory Relocation Project IS/MND*.

5.0 APPENDICES

Appendix A: Downtown College Prep TAC Analysis

Appendix B: Traffic Noise Analysis for Proposed Outdoor Use Areas, Downtown College Prep.

Appendix A

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality

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May 5, 2016
Revised May 9, 2017

Shannon George
Senior Project Manager
David J. Powers & Associates
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Via E-mail: sgeorge@davidjpowers.com

SUBJECT: Downtown College Prep TAC Analysis, San Jose, CA

Dear Shannon:

This is a revision to our letter dated May 5, 2016 to adjust results for the inclusion of more school grades. The previous analysis accounted for grades 7 through 12 and this analysis now addresses grades 5 through 12.

This letter presents the results of a community risk assessment for the proposed Downtown College Prep school in San Jose, California. The proposed project would result in the relocation of two Downtown College Prep charter schools, El Primero High School (high school) located at 1460 The Alameda and El Camino Middle School (middle school) located at 1155 East Julian Street, to the project site and the renovation of the site to accommodate the schools. The Downtown College Prep (DCP) would provide middle and high school classes. The project site is at the corner of Alma Avenue and Monterey Road.

An Initial Study/Mitigated Negative Declaration was prepared for the project in April 2016. That study identified a potentially significant impact (Impact AIR 1) due to exposure of sensitive receptors (i.e., students) to unhealthy levels of toxic air contaminants (TACs). Mitigation measures require a refined TAC analysis to identify any necessary measures in the form of appropriate air filtration systems. The impact on the project was identified as the result of emissions from nearby traffic. This community risk assessment addresses TAC impacts from traffic upon the project. A screening health risk assessment was conducted to predict lifetime cancer risk and annual PM_{2.5} exposure of students using the school.

Community Risk Impacts

The community risk thresholds primarily address chronic or long-term exposures that include lifetime cancer risk and annual concentrations of PM_{2.5}. A review of the area indicates that there are no sources that pose potentially significant acute exposures of TACs. The Bay Area Air Quality Management District (BAAQMD) screening tools that predict increased lifetime cancer risk, annual PM_{2.5} concentrations, and non-cancer Hazard Index were used for this analysis. This analysis evaluated the overall community risk impacts to the project, based on the exposure that children age 12 to 17 years may have while attending the school.

Cancer risk and annual PM_{2.5} concentrations were predicted at classrooms using screening tools provided by the BAAQMD. Typically, cancer risk and annual PM_{2.5} assessments assume almost continuous exposure to TAC sources. However, a school is different in that the sensitive receptors (i.e., students) do not reside at the project site. The predicted cancer risk and annual PM_{2.5} concentrations accounted for the exposure duration that students attending a Jr. High School and High School would experience. Students, ages 12 to 17, attending the project are assumed to be exposed for 8 hours per day, 5 days per week, 180 days per year, and 6 years during a lifetime.¹ Since students are only present at the school for a relatively short portion of their life lifetime, annual exposures have to be adjusted.

Screening level lifetime cancer risk and annual PM_{2.5} concentration were adjusted, based on the following assumptions:

1. Age sensitivity applied to cancer risk calculations. BAAQMD screening data uses a factor of 1.7 for lifetime exposure. This was adjusted to a factor of 3 for children age 10 to 17 years, but conservatively used the California Office of Environmental Health Hazard Assessment (OEHHA) recommended breathing rate for a child age 2 to 9 years.
2. Daily exposure applied to cancer risk and annual PM_{2.5} calculations. Health risk assessments assume 24-hour per day exposure. Students attending the school would only be present for 8 hours per day.
3. Annual exposure applied to cancer risk and annual PM_{2.5} calculations. Health risk assessments assume 350 days of exposure per year and students would attend the school 180 days per year.
4. Lifetime exposure applied to cancer risk calculations. Screening health risks provided in the BAAQMD tools assume a 70-year exposure. Students would attend the school for a maximum of 8 years.

¹ Cancer risk computations take into account these exposure parameters, along with a higher breathing rate for children (based on weight) and an age sensitivity factor (ASF) based on 4 years at an ASF of 3, rather than a lifetime average that is 1.7. ASF accounts for the greater sensitivity of infants and children to cancer causing TACs.

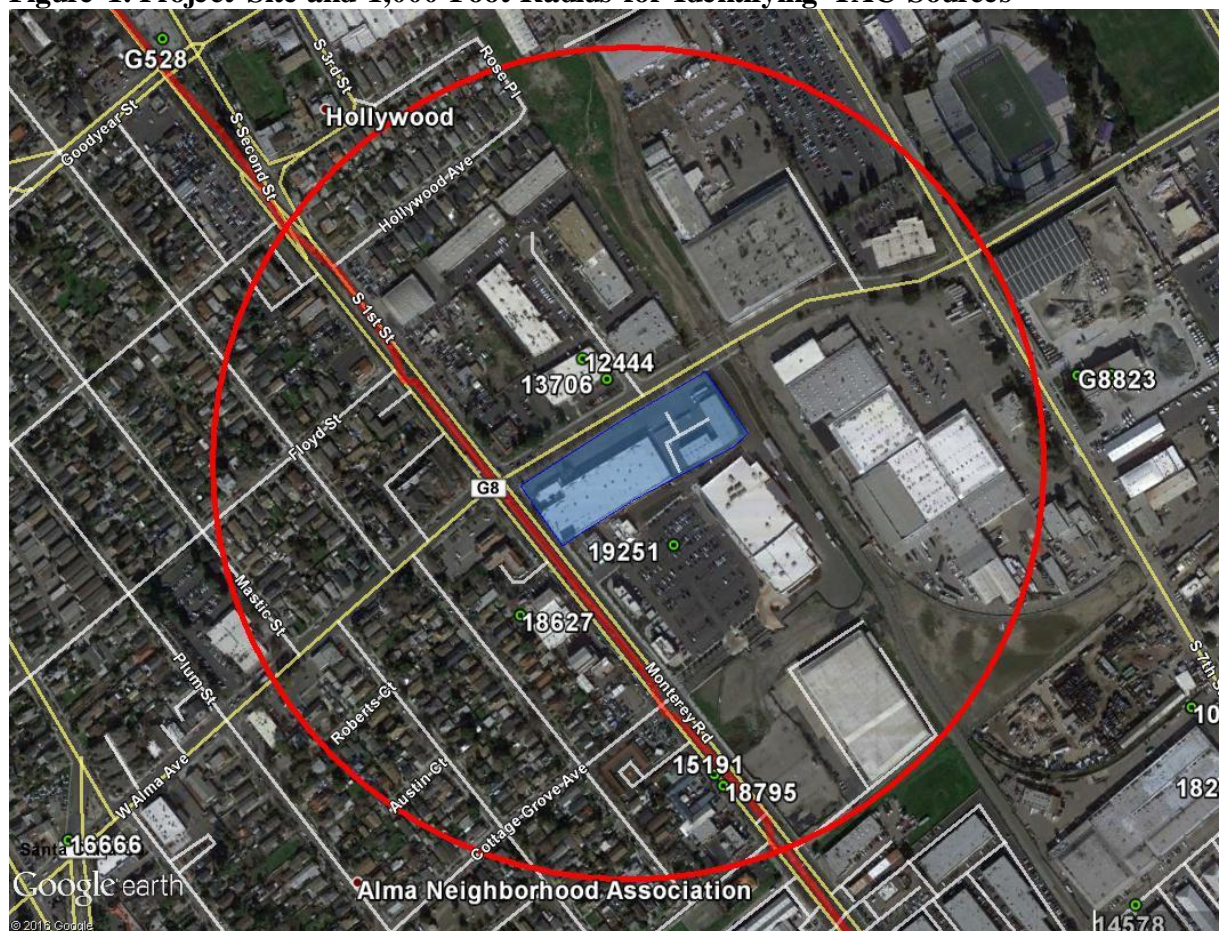
5. Breathing rate applied to cancer risk calculations. The screening guidance is assumed to be based on an overall breathing rate of 302 liters per kilogram body weight per day and new exposure parameters issued by the OEHHA suggest a rate of 572 liters per kilogram body weight per day.

TAC Sources Considered

A review of the project area (i.e., within 1,000 feet of the site) indicates that traffic on Alma Avenue and Monterey Road could adversely affect the project. There are stationary sources near the site, but their effect is negligible.² Note that Plant 18627 is not located within 1,000 feet of the site. Figure 1 shows the project site and the sources of TACs near the site.

Results of this assessment are shown in Table 1 for school students, assumed to be attending the school from grade 5 through 12 (ages 10 through 17). The method to determine community risks from each source is described below. Note that no single source would pose a significant cancer risk, annual PM_{2.5} concentration or non-cancer Hazard Index that exceeds the thresholds.

Figure 1. Project Site and 1,000-Foot Radius for Identifying TAC Sources



² Note that Plant 18627 is misplaced on the map and is actually over 1,000 feet from the project. Sources 12444, 13706 and 19251 have negligible cancer risks and PM_{2.5} levels

Local Roadways

BAAQMD provides the *Roadway Screening Analysis Calculator* that is used to assess potential excess cancer risk and annual PM_{2.5} concentrations from surface streets for each Bay Area county. The calculator requires the entries of: (1) County, (2) roadway orientation (north-south or east-west), (3) side of the roadway receptors is located, (4) distance between receptor and nearest through travel lane, and (5) average daily traffic (ADT) volume.

The ADT volume for Alma Avenue was computed based on the peak hour traffic projections for the background plus project scenario. The average link volume for the am and pm peak-hours was multiplied by 10 to compute the ADT. The edge of this northeast-southwest roadway is approximately 100 feet from the school buildings that students would routinely occupy. Since this is a northeast-southwest roadway, the effects for both a north-south and east-west roadway at 100 feet east or south were computed and averaged to assess the impact. The excess cancer risk and annual PM_{2.5} concentration was computed based on 9 hours of exposure for students (Table 1) at the school, 180 days per year and 8 years attending the school.

As shown in Table 1, the cancer risk and annual PM_{2.5} concentration associated with the roadway is below the significance threshold. Note that BAAQMD has found that non-cancer hazards from all local roadways would be well below the BAAQMD thresholds. Cancer risk levels were adjusted for exposure duration, age, and new exposure guidance provided by OEHHA, as described above.

Highways

Monterey Road, State Highway 82, is considered a highway. The BAAQMD has developed a Highway Screening Analysis Tool, where the user selects the roadway link near the project site and identifies the community risk impact based on the distance between the roadway and the site. The screening levels obtained from this tool were adjusted for the reduced exposure times that students would experience (see discussion above). As shown in Table 1, the cancer risk and annual PM_{2.5} concentrations associated with Monterey Road are also below the significance thresholds.

Cumulative Sources

The combination of all sources affecting the site was considered. The cumulative cancer risk and annual PM_{2.5} concentrations were computed in Table 1 by summing the contribution from each source. These levels would be below the significance thresholds for cumulative community risk impacts.

Conclusion

The refined screening analysis presented in this letter, which takes into account the exposure of school children grades 5 through 12 (i.e., ages 10 through 17), indicates lifetime cancer risk and annual PM_{2.5} concentrations that are below the significance thresholds identified by BAAQMD and used by the City of San Jose. As a result, no further mitigation is necessary to reduce exposures for students attending the school.



This concludes the TAC analysis for the Downtown College Prep project. Please contact us with any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "James A. Reyff".

James A. Reyff
Principal Consultant
ILLINGWORTH & RODKIN, INC.

(I&R #15-204)

Table 1. Community Risk Impacts from Single and Cumulative Sources – Downtown College Preparatory School Exposures

Screening Community Risk Assessment - Grades 5 through 12 Exposures

Source	<u>BAAQMD Screening Tools</u>			<u>Adjusted for Exposure*</u>	
	Duration (hours)	Screening Risk (per million)	Screening PM2.5 (µg/m³)	Risk (per million)	PM2.5 (µg/m³)
Alma Ave (estimated ADT = 14,130)					
Roadway Screening Calculator 100 feet East	8	3.20	0.15		
Roadway Screening Calculator 100 feet south	8	2.46	0.12		
Maximum	8	3.20	0.15	0.35	0.04
Monterey Road (Highway Screening Tool)					
Estimated 150 truck trips, 35 feet North	8	21.45	0.26	2.36	0.07
Cumulative Levels				3.34	0.18

*** Adjustments**

Breathing rate adjustment (CR)	1.89	, where old lifetime risk = 302, new OEHA = 572 L/kg-day
Age sensitivity factor (CR)	1.77	, lifetime risk = 1.7 and child = 3
Exposure duration (hrs/day) (CR & PM2.5)	0.38	, lifetime = 24 hours and school = 9 hours
Exposure duration (days/year) (CR & PM2.5)	0.72	, where lifetime risk = 350 days, school = 180 days open
Exposure duration (years) (CR only)	0.12	, where lifetime risk = 70 years, school = 8 years max.

Appendix B

Memo

Date: April 19, 2017
To: Shannon George
David J. Powers & Associates, Inc.
From: Michael Thill
Illingworth & Rodkin, Inc.
SUBJECT: Downtown College Prep, San José, CA –
Traffic Noise Analysis for Proposed Outdoor Use Areas
(IR Job # 15-204)

This memo presents the results of the traffic noise modeling calculations completed to assess future noise levels at outdoor use areas proposed as part of the Downtown College Prep project in San José, California. Traffic noise levels at proposed outdoor activity areas were modeled using the Federal Highway Administration's Traffic Noise Model (FHWA TNM v2.5) and evaluated with respect applicable regulatory criteria established by the City of San José. Where necessary, noise barriers are recommended to reduce traffic noise levels to acceptable levels.

Regulatory Criteria

The Environmental Leadership Chapter in The Envision San José 2040 General Plan sets forth the following applicable policies related to noise:

EC-1.1 Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Exterior Noise Levels

The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1).

Exterior noise levels at schools are considered "normally acceptable" at 60 dBA DNL or less. Where the exterior noise exposure is between 60 dBA and 75 dBA DNL such uses are considered "conditionally acceptable" provided that the "specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design." Exterior noise levels at Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds are considered "normally acceptable" at 65 dBA DNL or less. Where the exterior noise exposure is between 65 dBA and 80 dBA DNL such uses are considered "conditionally acceptable".

Traffic Noise Modeling Results

TNM calculates traffic noise levels based on the geometry of the site, which includes the positioning of travel lanes, receptors, barriers, terrain, ground type, buildings, etc. Geometrical features were digitized and input into the traffic noise model based on the project's site plan dated October 31, 2016. The noise source is the traffic flow, as defined by the user, in terms of hourly volumes of automobiles (autos), medium-duty trucks (medium), heavy-duty trucks (heavy), buses, and motorcycles. For the purposes of a credible worst-case assessment, the traffic volumes assuming future growth plus project conditions were input into the model. The traffic noise level calculations also assumed that vehicle traffic would travel at the posted speed limit.

Figure 1 shows the modeled receptor locations. Receptor R1 represents the proposed outdoor environmental science/garden classroom and covered garden area. Receptors R2 and R3 represent the mounded seating area and outdoor teaching space, and the artificial turf area, respectively. Receptors R2 and R3 would be partially shielded from distant traffic along portions of Alma Avenue and Monterey Highway because of the intervening Classroom Building (Building A) and M.U.R. (Building B). Traffic noise levels calculated by the TNM model are summarized in Table 1.

Based on the results of the traffic noise modeling, traffic noise levels would reach 66 dBA DNL at R1, 58 dBA DNL at R2, and 55 dBA DNL at R3 assuming future traffic conditions with the project. The City's 60 dBA DNL "normally acceptable" noise level for schools would be exceeded at R1, which represents the proposed outdoor environmental science/garden classroom and covered garden area proposed immediately adjacent to Alma Avenue. Traffic noise levels at Receptors R2 and R3, which represent the mounded seating area and outdoor teaching space, and the artificial turf area, respectively, would not exceed the City's 60 dBA DNL "normally acceptable" noise level assuming future traffic conditions with the project.

A minimum 6-foot noise barrier would be necessary to reduce exterior noise levels at the proposed outdoor environmental science/garden classroom and covered garden area proposed immediately adjacent to Alma Avenue (represented by R1). With the acoustical shielding provided by a 6-foot noise barrier, traffic noise levels would be reduced to 59 dBA DNL at R1. The barrier would provide about 1 decibel of noise reduction at R2 and R3. To be effective, noise barriers shall be constructed from materials having a minimum surface weight of 3 lbs/sf, such as one-inch thick wood fence boards, masonry block, or concrete, and be constructed in a manner free of any cracks or gaps between barrier materials and between the barrier and the ground.

TABLE 1 Traffic Noise Modeling Results – Noise Levels With Noise Barrier (dBA, DNL)

Receptor	Future Noise Level (No Barrier)	Future Noise Level with Noise Barrier		
		6-foot	8-foot	10-foot
R1	66	59	56	54
R2	58	57	57	57
R3	55	54	54	54

FIGURE 1 **Site Plan Showing Receptor and Noise Barrier Locations**

