

Final Initial Study and Mitigated Negative Declaration

Prepared for:
Judicial Council of California's
Administrative Office of the Courts

**Santa Clara Family Resources Courthouse
West St. James Street
San Jose, California**

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LIST OF ACRONYMS

$\mu\text{g}/\text{m}^3$	Micrograms per cubic meter
ACE	Altamont Commuter Express
AOC	Administrative Office of the Courts
BAAQMD	Bay Area Air Quality Management District
bgsf	Building gross square feet
BMP	Best Management Practices
CEQA	California Environmental Quality Act
CNEL	Community noise equivalent
dBA	Decibels on the A-weighted scale
DC	Downtown Primary Commercial Zoning
EIR	Environmental Impact Report
ERM	ERM-West, Inc.
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
HCP	Draft Santa Clara Valley Habitat Conservation Plan
IESNA	Illuminating Engineering Society of North America
Ldn	Day-night average sound level
LEED	Leadership in Energy and Environmental Design
mgd	million gallons per day
mph	miles per hour
MND	Mitigated Negative Declaration
NCCP	Natural Community Conservation Plan
NPDES	National Pollutant Discharge Elimination System
PACSJ	Preservation Action Council of San Jose
PM _{2.5}	Particulate matter
PM ₁₀	Particulate matter
RWQCB	San Francisco Bay Regional Water Quality Control Board
USGS	United States Geological Survey

1.0 INTRODUCTION

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations, the Judicial Council of California's Administrative Office of the Courts (AOC), acting in the capacity of the Lead Agency, has prepared this Initial Study to determine if the proposed Santa Clara Family Resources Courthouse project will cause significant environmental impacts. If, as a result of the Initial Study, the AOC finds evidence that any aspect of the proposed project may cause a significant environmental effect, the AOC shall determine that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the AOC finds no significant evidence that the project, either as proposed or modified to include the mitigation measures identified in this Initial Study, may cause a significant effect on the environment, the AOC shall find that the proposed project will not have a significant effect on the environment and will prepare a Negative Declaration. If the AOC identifies and adopts mitigations to reduce potential environmental impacts to non-significant levels, the document will be termed a "Mitigated" Negative Declaration (MND). Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080, Public Resources Code).

The environmental documentation, which will ultimately be approved and/or certified by the AOC in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals will be required.

The environmental documentation and supporting analysis are subject to a public review period. During this review, interested parties must address their comments on the document relative to environmental issues to the AOC. Following review of any comments received, the AOC will

consider these comments as a part of the project's environmental review and include them with the Initial Study documentation.

1.2 *PURPOSE*

The purpose of this Initial Study is to:

1. Identify environmental impacts;
2. Provide the AOC with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration;
3. Enable the AOC to modify the proposed project, to mitigate adverse impacts before preparation of an EIR is required;
4. Facilitate environmental assessment early in the design of the project;
5. Provide documentation of the factual basis for the finding in the Negative Declaration that the proposed project will not have a significant environmental effect;
6. Eliminate needless EIRs;
7. Determine if a previously prepared EIR could be used for the project; and
8. Assist in the preparation of an EIR, if required, by focusing the EIR on effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects will not be significant.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

1. A description of the project, including the location of the project;
2. An identification of the environmental setting;
3. An identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
4. A discussion of ways to mitigate significant effects identified, if any;
5. An examination of whether the project is compatible with existing zoning, plans, and other applicable land-use controls; and

6. The name of the person or persons who prepared or participated in preparation of the Initial Study.

1.3

TIERING OF THE ENVIRONMENTAL REVIEW

In accordance with CEQA Statutes Sections 21093 and 21094 and CEQA Guidelines Sections 15152 and 15168, this Initial Study/Mitigated Negative Declaration tiers off the San Jose Downtown Strategy 2000 Final EIR (Downtown Strategy 2000 EIR) for the San Jose Greater Downtown area. The Downtown Strategy 2000 EIR is a Program EIR, prepared in conformance with Section 15168 of the State CEQA Guidelines, to evaluate the environmental consequences of the Strategy 2000: San Jose Greater Downtown Strategy for Development (Strategy 2000) proposed for the redevelopment of the San Jose Greater Downtown area. Strategy 2000 is a long-range conceptual plan for the development and redevelopment of Greater Downtown San Jose. The plan was completed with the intent to revitalize Downtown San Jose by allowing higher density infill development, replacing underutilized properties, and expanding the Greater Downtown Core Area to the west and north into areas that were identified as undeveloped and/or underutilized.

“Tiering” refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) in subsequent EIRs or Initial Studies/Negative Declarations on narrower projects; and concentrating the later environmental review on the issues specific to the later project [CEQA Guidelines Section 15152(a)]. CEQA Statutes Section 21093 states that EIRs shall be tiered whenever feasible, as determined by the lead agency, to reduce duplicative analysis of environmental effects examined in previous EIRs and to concentrate on project-specific issues not previously addressed.

The AOC prepared this Initial Study/Mitigated Negative Declaration to evaluate the proposed Santa Clara Family Resources Courthouse project’s potential environmental impacts and further evaluate those impacts that were not adequately addressed in the previous Downtown Strategy 2000 EIR. In relevant sections of this Initial Study/Mitigated Negative Declaration, the AOC presents a detailed discussion of potential impacts that may cause significant effects on the environment that were not adequately addressed in the Downtown Strategy 2000 EIR. The Initial Study/Mitigated Negative Declaration presents a less detailed discussion of the project’s potential impacts that were adequately addressed in the Downtown Strategy 2000 EIR. When analyses indicate that the proposed project may have significant impacts to the environment, this Initial

Study/Mitigated Negative Declaration provides mitigation measures designed to reduce the level of impact to a level that is less than significant.

1.4 ***INCORPORATION BY REFERENCE***

Pertinent documents relating to this Initial Study/Mitigated Negative Declaration have been cited and incorporated, in accordance with Sections 15148 and 15150 of the CEQA Guidelines, to eliminate the need for inclusion of voluminous engineering and technical reports within the Initial Study. This Initial Study/Mitigated Negative Declaration has incorporated by reference the *City of San Jose 2020 General Plan* (hereinafter “General Plan;” City of San Jose 2008a) and the *Envision San Jose 2040 General Plan Update*. These documents were used throughout preparation of this Initial Study/Mitigated Negative Declaration and are available for review on the City of San Jose (City) website under the Department of Planning, Building and Code Enforcement.

1.4.1 ***City of San Jose 2020 General Plan***

The City initially adopted the General Plan in 1994. The General Plan is a comprehensive, long-range plan that guides the City’s day-to-day decision-making for land use and City services. The General Plan focuses on the planning needs within the community, including neighborhood character, economic development opportunities, housing, transportation, and development. The General Plan was last updated on 20 May 2008 and is currently undergoing a comprehensive update, *Envision San Jose 2040 General Plan Update*. The General Plan elements reviewed in the preparation of this Initial Study document include:

- Land Use;
- Jobs and Housing;
- Natural Environment;
- Natural Resources;
- Historic, Archaeological and Cultural Resources;
- Services and Facilities; and
- Hazards.

1.4.2

Envision San Jose 2040 General Plan Update

As part of the current effort to update the General Plan, the City completed the *Draft of Land Use/Transportation Scenario Guidelines* (City of San Jose 2008b), dated 15 September 2008 (“Draft Land Use Guidelines”). The Draft Land Use Guidelines include directives for a more integrated city, vibrant economic centers, environmental enhancements, healthy neighborhoods, quality City services, preservation of arts and culture, and support for diversity and social equality. The Guidelines are intended to assist with developing new land use and transportation growth scenarios, goals, and policies for the City.

The City Council is currently in the process of completing the environmental, fiscal, and economic analyses of four Land Use Study scenarios. On 16 June 2009, the Council met at a City Council Hearing and accepted the Task Force and staff recommendations on where to locate jobs and housing growth capacity in the four Land Use Study Scenarios. The Council agreed to proceed with the environmental, fiscal, and economic analyses of the four proposed Land Use Study scenarios for the Vision 2040 General Plan Update. A synopsis of the meeting is posted on the San Jose City Council Meeting website (City of San Jose 2009a).

2.0 PROJECT DESCRIPTION

The AOC proposes to construct the Santa Clara Family Resources Courthouse on the project site for use by the Superior Court of California, County of Santa Clara (Superior Court). The AOC proposes to acquire a parcel from the County of Santa Clara that is currently a parking lot and potentially acquire a second parcel from the Valley Transportation Authority, construct a new 20-courtroom or 21-courtroom courthouse on the site, and operate the courthouse for the Superior Court. *[Note: Throughout this report, unless otherwise noted, the discussions assume that the project site comprises both Parcels 56 and 57 as defined below in Section 2.4.1.]*

2.1 PROJECT BACKGROUND

The Superior Court operates several facilities in downtown San Jose. The County opened the Historic Courthouse in 1866 and existing Downtown Superior Court Courthouse in 1963, and the Superior Court still operates courtrooms in these facilities. As shown below in Table 2.0-1, the Superior Court currently uses several leased facilities for Court functions in addition to its Downtown and Historic Courthouses. The new courthouse will consolidate existing services from the Sunnyvale Courthouse and several nearby leased facilities into one building.

Table 2.1-1 Superior Court's Current Operations in Downtown San Jose and Sunnyvale That Will be Relocated to the Proposed New Santa Clara Family Courthouse

Facility	Address	Function	Notes
Superior Court Administration	111 West St. John Street San Jose, CA	Office space (leased space)	10,577 bgsf + 9,687 bgsf
Terraine Courthouse	115 Terraine Street San Jose, CA	Drug Court, Juvenile Dependency (leased space)	44,680 bgsf with 10 courtrooms
Family Court	170 Park Center Plaza San Jose, CA	Family Court (leased space)	29, 703 bgsf with 6 courtrooms
Sunnyvale Courthouse	605 West El Camino Real Sunnyvale, CA	Family Court	2,600 bgsf with 3 courtrooms
Notre Dame Courthouse	99 Notre Dame Avenue San Jose, CA	Child Support (leased space)	14,004 bgsf with 2 courtrooms
Probate Investigators and Conference Area	111 N. Market Street San Jose, CA	Office space (leased space)	4,442 bgsf
PROJECT TOTALS: 114,693 bgsf with 21 courtrooms			

Note: bgsf = building gross square feet

The Santa Clara Family Resources Courthouse will replace five leased facilities and consolidate several of the Superior Court's currently dispersed courtrooms and administrative facilities into the proposed new building. It will provide court support space for court administration, the court clerk, court security operations, holding areas for in-custody detainees, and building support space. The Superior Court's current administration offices are approximately 0.05 miles from the proposed project site, the Terraine and Notre Dame facilities are approximately 0.2 miles from the proposed project site, and the Family Court is approximately 0.5 miles from the proposed project site. After completion of the new courthouse, the Superior Court will vacate these leased properties.

The project location is provided on the site vicinity map included as Figure 1. Figure 2 provides a potential site layout map. Figure 3 provides a rendering of a potential site design. Figure 4 depicts the relative locations of the Superior Court's currently leased facilities that the Superior Court will vacate after completion of the project.

2.2 *PROJECT OBJECTIVES*

The purpose of the proposed project is to provide a new trial court facility that meets the needs of the Superior Court and consolidate the Court's services into a new courthouse facility. The project's objectives are to:

- Consolidate judicial operations from other facilities into one facility;
- Replace inefficient and undersized facilities;
- Replace leased facilities with a Judicial Branch-owned facility;
- Relieve the Court's current shortage of space;
- Provide space to improve judicial services for families and children;
- Provide space near the Superior Court's existing facilities for new judicial services and improved facilities with better internal security and access for judicial staff and the public; and
- Provide adequate space and facilities for use by County Justice-related agencies that routinely interact with the Superior Court.

2.3 *PROJECT LOCATION*

The project site is in downtown San Jose, California, located in Santa Clara County, approximately 0.2 mile northeast of State Route 87 (Guadalupe Parkway) and 1.0 mile northwest of Interstate 280 (see Figure 1). North Market Street, West St. James Street, North First Street, and Devine Street border the project site. The site is immediately northwest of the existing Historic Courthouse and Downtown Superior Court Courthouse and west of the Historic St. James Park.

2.4 *ENVIRONMENTAL SETTING*

2.4.1 *Existing Land Uses*

The project site is approximately 1.8 acres (80,000 square feet) and is developed as two adjacent parking lots. The parking lots are asphalt-surfaced with street-level parking, and comprise two out of the five parcels on the city block. The project site is identified as Santa Clara County Assessor's Parcel Numbers 259-33-056 and 259-33-057 (Parcels 56 and 57 on Figure 2, respectively). According to the County tax assessor records, Parcel 56 is identified with the physical address of N 1st Street and Parcel 57 is identified with the physical address of 201 N 1st Street.

The County currently owns Parcel 56 and shares the use of its parking lot with the Superior Court. The County provides parking for Court employees, jurors, and County employees. Public parking is not provided in the County's parking lot. The Santa Clara Valley Transportation Authority (Valley Transportation Authority) owns the other parcel (Parcel 57) that may be included within the proposed project and currently allows public parking on this parcel. A private party owns the three additional parcels on the block including Parcel Numbers 259-33-058, 259-33-059 and 259-33-060 (Parcels 58, 59 and 60, respectively), which are not part of the proposed project. A current site layout map is provided as Figure 2.

Access to the existing parking lots is provided by driveways along Devine Street to the north and West St. James Street to the south. The parking lots are bordered along the western, southern, and eastern sides by mature landscape trees (primarily sycamore and willow with a few cedar trees) and paved sidewalks. The northern side is bordered by a sidewalk with no landscaping. The northeastern portion is bordered by private property (Parcels 58, 59, and 60) that contains an asphalt parking lot with a brick wall and mature landscape trees along the perimeter and the historic St. James Hotel/Moir Building (circa 1892), a 3-story office building fronting North 1st Street. Section 4.5 discusses the St. James Hotel/Moir Building in more detail.

According to the County tax assessor records, Santa Clara County has owned Parcel 56 of the proposed courthouse site since 1974. Since then, surface parking lots, various County buildings and a County motor pool have occupied the site. The Valley Transportation Authority has owned Parcel 57 of the proposed courthouse site since 1982. Both parcels have been developed as a parking lot since the early 1990s.

2.4.2 *Surrounding Land Uses*

The following land uses are immediately adjacent to the project site:

- North: Devine Street with (from west to east) two private office buildings [the Wards Funeral Home building (circa 1860) and Sherward building] and a condominium complex;
- East: North 1st Street and the Valley Transportation Authority's light rail line with (from north to south) a parking lot, vacant commercial building and the Oasis Café Downtown Youth Center building [Historic Letcher Garage (circa 1880s)];

- South: West St. James Street with the Downtown Superior Court Courthouse and Historic Courthouse. St. James Square is east of the site across North 1st Street and West St. James; and
- West: North Market Street with the San Jose Fire Station 1.

The nearest body of water is the north/south trending Guadalupe River located west of the Guadalupe Parkway approximately 0.4 mile west of the project site. The north-south trending Coyote Creek is approximately 1 mile east of the project site.

2.4.3 *Existing General Plan and Zoning Designation*

The AOC is the project's lead agency and is acting for the State of California on behalf of the Judicial Council of California. The State of California is not subject to local governments' land use planning and zoning authorities. However, the AOC refers to the General Plan throughout this document as a guide for decision-making purposes.

As presented in the General Plan (see Figure 83, *General Plan Land Use/Transportation Diagram*), the project site is in an area designated as Downtown Core Area (Core Area) within the core of the central business district. The Core Area is a primary employment center in the region that allows for government offices and services (City of San Jose 2008a). According to the City's Department of Planning, Building and Code Enforcement (Planning Department or Planning Division), the project site's zoning designation is (see Figure 83, *Zoning Map*) Downtown Primary Commercial Zoning (DC) District. The DC classification includes a variety of uses applicable to the proposed project, such as offices and financial services, Public/Quasi-Public uses and public assembly uses.

The Valley Transportation Authority parcel (Parcel 57) is located on the eastern corner of the project site and also within the western portion of the St. James Square Historic District. This District is a locally designated Landmark District and is listed in the National Register of Historic Places.

The City's General Plan (see Figure 83, *General Plan Land Use/Transportation Diagram*) classifications for the properties located adjacent to the project site are:

- North 1st Street (adjacent and northeast of the site) is a Pedestrian Corridor;
- North Market Street (adjacent and southwest of the site) is a Transit-Oriented Development Corridor;

- North 1st Street, West St. James Street and North Market Street are arterial streets (80 to 106 feet);
- St. James Light Rail Station is along North 1st Street, approximately 300 feet south of the project site, and is designated as a Pedestrian Corridor;
- The area across North 1st Street to the east/southeast of the project site is the Downtown Transit Mall;
- The area across North 1st Street to the northeast is Residential Support for the Core Area (25+ dwelling units per acre); and
- The city block to the south/southeast across West St. James Street is Public/Quasi-Public.

Section 4.9 discusses in more detail the General Plan and zoning designations related to the project site.

2.5 *PROJECT CHARACTERISTICS*

The proposed project will include a courthouse, and surrounding landscaped and parking areas. The design of the courthouse has not been completed; the AOC anticipates that the courthouse will be an approximately 7-story building if the AOC acquires the Valley Transportation Authority's parcel, and it will be an approximately 10-story building if the AOC does not acquire the Valley Transportation Authority's parcel. The new courthouse will probably include a basement. The proposed facility will serve the Superior Court, local government justice partners, and ancillary support services.

Since the AOC is the project's lead agency and is acting for the State of California on behalf of the Judicial Council of California, local governments' land use planning and zoning regulations do not apply to the proposed courthouse project. The AOC's proposed courthouse design will conform to the specifications of the California Trial Court Facilities Standards.¹ These principles include:

- Court buildings shall represent the dignity of the law, the importance of the activities within the courthouse, and the stability of the judicial system;

¹ Available at http://www.courtinfo.ca.gov/programs/occm/documents/06_April_Facilities_Standards-Final-Online.pdf

- Court buildings shall represent an individual expression that is responsive to local context, geography, climate, culture, and history and shall improve and enrich the sites and communities in which they are located;
- Court buildings shall represent the best in architectural planning, design, and contemporary thought and shall have requisite and adequate spaces that are planned and designed to be adaptable to changes in judicial practice;
- Court buildings shall be economical to build, operate, and maintain;
- Court buildings shall provide a healthy, safe, and accessible environment for all occupants; and
- Court buildings shall be designed and constructed using proven best practices and technology with careful use of natural resources.

The AOC will apply the following codes and standards: California Building Code (edition in effect as of the commencement of schematic design phase of the proposed project); California Code of Regulations, Title 24; California Energy Code, Americans with Disabilities Act; American Disability Act Accessibility Guidelines (Section 11); and Division of the State Architect's Access Checklist. The proposed project will implement sustainable elements throughout its design, operation, and maintenance. The AOC's design will incorporate features that conform to standards of a Leadership in Energy and Environmental Design (LEED) silver-certified building, and the building's design will include features to reduce energy consumption by at least 15 percent from the levels of the California Building Code. The LEED Rating System for New Construction includes criteria for features (see Appendix B) related to sustainability, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation and design processes. The exterior skin system for the planned building will be durable, water-resistant, compatible with the surrounding context, cost-effective and generally appropriate for the intended use. The primary exterior skin system will likely include the use of stone, metal, concrete, and glass.

The AOC will implement the project in compliance with standard conditions and requirements for state or federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the California Building Code, National Pollutant Discharge Elimination System (NPDES) permit system, Public Resources Code Section 5097 for

discovery of unexpectedly encountered human remains, and Bay Area Air Quality Management District's (BAAQMD) Rules.

The AOC's plans for the project also include project design features—specific design elements that the AOC has incorporated into the project's construction and operation to prevent the occurrence of potential environmental effects or reduce the significance of potential environmental effects. The project design features are actions that conform to the California Trial Court Facilities Standards' specifications. For example, the parties implementing the proposed project will use best management practices (BMPs) and technologies aimed to limit the use of natural resources as well as the project's operating cost over the life of the building. Because the AOC is incorporating the project design features into the project, the design features do not constitute mitigation measures as defined by CEQA.

Prior to the start of construction, the AOC will include preparation of a geotechnical report and utilization of the report's recommendations to prepare design criteria that will ensure that the project's design meets requirements of the California Building Code for geological and soil issues.

2.5.1 *Real Estate Actions*

The County and the Valley Transportation Authority own the parcels being considered for the proposed courthouse site. The AOC will acquire the County's parcel and may also acquire the Valley Transportation Authority's parcel for the proposed courthouse site.

2.5.2 *Proposed Courthouse Facility*

If the AOC acquires the Valley Transportation Authority's parcel, the new courthouse will be an approximately 7-story building on Parcels 56 and 57 with a roof-top machinery room and a total height of approximately 120 feet. If the AOC does not acquire the Valley Transportation Authority's parcel, the new courthouse will be an approximately 10-story building on Parcel 56 with a total height of approximately 200 feet. The proposed courthouse will have approximately 223,000 bgsf. The proposed project will include 20 or 21 courtrooms and will house the following departments and offices:

- Family Court (10 or 11 courtrooms);
- Juvenile Dependency Court (four courtrooms);

- Drug Court (six courtrooms);
- Probate investigators;
- Civil Grand Jury;
- Court Administration, Human Resources and Finance,
- Family Court Services;
- Court Settlement Unit;
- Child Waiting;
- Self-Help Center;
- In-Custody Central Holding;
- Sheriff's Operation Office;
- Offices for Juvenile Dependency, Drug Court and Family Court Justice Partners; and
- Other associated judicial services.

The AOC's siting of the proposed courthouse links with St. James Park, the Downtown Superior Court Courthouse, and the Historic Courthouse. The proposed building will be on the County's parcel (Parcel 56) and may extend on the Valley Transportation Authority's parcel (Parcel 57) near the intersection of North 1st Street and West St. James Street. The new courthouse will face West St. James Street to the southeast, and the building's public entrance will face the intersection of North 1st Street and West St. James Street to the east. A multi-story lobby will face southeast towards the Downtown Superior Court to provide a direct link to the judicial buildings across West St. James Street. Figure 3 provides a potential site design. A contextual plan, site plan, planning diagrams, model photo, and massing diagram of the proposed project are in Appendix A.

The Courthouse will likely include secured parking spaces for judicial officers and court executives in the building's basement and a secured sallyport (secure passageway or tunnel) for transport of in-custody detainees. Since public parking facilities are available in the nearby Market Street/San Pedro Garage and other sites, the facility will not provide parking for public visitors, jurors or most of the Superior Court's staff. The facility will also provide adequate access for the Sheriff's in-custody detainee bus. In-custody detainee buses will travel to the site via the Julian Exit from State Route 87 to St. James Street, and the buses will access the new courthouse from either North Market Street or Devine

Street. Service entrance for deliveries and loading will have access to North Market Street or Devine Street.

The project will retain existing landscaped areas along the perimeter of the site where possible. Additional landscaping will be provided around the new courthouse.

The AOC will base the design of the new courthouse on its *Principles of Design for California Court Buildings* (AOC, 2008). The AOC may acquire the Valley Transportation Authority's parcel and potentially place the eastern component of the building on that parcel (which is in the St. James Historic District); as discussed in Section 4.5, the AOC expects that the proposed project's design will be consistent with the *St. James Square Historic District Design Guidelines* (City of San Jose, 1989). The design will promote interaction with the St. James Park and create open space.

As part of the AOC's compliance with the California Building Code, the project will include preparation of a geotechnical report and utilization of the report's recommendations to prepare design criteria that will comply with code requirements for geological and soil issues.

The AOC's design will incorporate features that comply with the requirements for LEED Silver Certification features. The LEED system includes criteria for green practices that incorporate sustainability, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation and design processes. Points are awarded for attaining criteria listed in the LEED checklist (Appendix B). The proposed project will include drainage features such as vegetated swales and other best management features to retard and filter storm runoff and promote runoff percolation, and the project's design will prevent on-site flooding and direct runoff to the City's existing storm drain facilities. The AOC will also implement a lighting plan that complies with LEED requirements. The requirements (United States Green Building Council 2003) relevant to lighting include:

- Meet or provide lower light levels and uniformity ratios than those recommended by the *Illuminating Engineering Society of North America (IESNA) Lighting for Exterior Environments: An IESNA Recommended Practice* (Illuminating Engineering Society of North America, 1999);
- Design exterior lighting such that all exterior luminaires with more than 1,000 initial lamp lumens are shielded and all luminaires with more than 3,500 initial lamp lumens meet the Full Cutoff IESNA Classification;

- The maximum candela value of all interior lighting shall fall within the building (not out through windows) and the maximum candela value of all exterior lighting shall fall within the property; and
- Any luminary within a distance of 2.5 times its mounting height from the property boundary shall have shielding such that no light from that luminary crosses the property boundary.

By meeting LEED requirements, the proposed project will also meet the Governor's Green Building Executive Order² regarding energy efficiency.

The AOC plans to acquire the proposed courthouse site in 2010, begin construction in mid-2012, complete construction in mid-2014, and begin operation of the courthouse in approximately late summer of 2014. After completion of the new courthouse, the Superior Court will vacate the current leased facilities.

2.5.3 *Construction Operations*

The proposed project will include the construction of the proposed courthouse building, modification of utilities, and the development of site improvements. There will be no off-site staging areas, but construction personnel will probably park in nearby off-site areas. The AOC anticipates that construction workers will access the site primarily from St. John Street and parking in nearby parking lots. When possible, workers will carpool to the site and will report to a designated on-site staging area. The construction contractor will install fencing around the perimeter of the project site.

Construction of the courthouse will require approximately 24 months from mid-2012 to 2014. The site currently has no buildings, so there will be no demolition of buildings. Table 2 provides the AOC's estimate of the duration of expected construction activities.

² Available at <http://gov.ca.gov/executive-order/3360/>

Table 2.5-1 Projected Construction Activities

Construction Phase*	Construction Activity	Projected Duration (Months)	Notes
Mobilization	Preparations for construction	0.5	AOC assumes staging area will cover approximately 20% of site
Demolition	Removal of pavement and utilities	0.5	
Mass grading & excavation	Excavate basement and foundation	0.5	The mass grading and excavation area will cover approximately 0.75 acres and will export approximately 14,000 cubic yards of material
	Construct foundation	0.5	
Trenching	Relocate utilities	1	
Building construction	Assemble frame and floors	3	
	Install exterior and roof	3	
	Finish interior	10	
Coatings	Exterior coating	1	Spray paint and apply water sealants with brushes
	Interior coating	2	Spray paint and coatings
Paving	Install drives, sidewalks, plazas, and other structures	0.5	Includes concrete installation but no asphalt use
Fine grading	Grade and contour site	0.25	AOC estimates grading area will cover approximately 0.25 acres
Finish	Inspections, testing, clean-up, and other activities	1	

*Construction phases may overlap.

The project’s construction operations will implement BMPs and other measures throughout the construction phase to avoid or minimize potential impacts. These BMPs and other measures will include:

- General measures:
 - Designate a contact person for public interaction; and
 - Inform community through the use of a monthly newsletter that identifies the upcoming work and potential impacts to the surrounding communities.
- Storm water, water quality, and soil erosion management measures:

- Prior to the start of construction activities, the AOC will ensure that the construction contractor prepares a Storm Water Pollution Prevention Plan and secures the San Francisco Bay Regional Water Quality Control Board’s (RWQCB’s) approval of the plan;
 - The construction contractor will incorporate BMPs consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks: Construction;³
 - For the construction during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, or other measures; and
 - Wherever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion.
- Air quality management measures:
 - Apply water or a stabilizing agent to exposed surfaces in sufficient quantity at least two times a day to prevent generation of dust plumes;
 - Moisten or cover excavated soil piles to avoid fugitive dust emissions;
 - Discontinue construction activities that that generate substantial blowing dust on unpaved surfaces during windy conditions;
 - Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site;
 - Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions;
 - Ensure that all construction and grading equipment is properly maintained;

³ California Storm Water Quality Association. 2003. *California Storm Water Best Management Practice Handbooks: Construction*. Menlo Park, CA. Also Available at: http://www.cabmphandbooks.com/Documents/Construction/Section_3.pdf

- Construction personnel will turn off equipment when equipment is not in use;
 - All vehicles and compressors will utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times;
 - When feasible, construction operations will use electric construction power in lieu of diesel powered generators to provide adequate power for man/material hoisting, crane, and general construction operations; and
 - Suspend heavy-equipment operations during first-stage and second-stage smog alerts.
- Noise and vibration measures:
 - Install sound barriers around the perimeter of the project site;
 - Construction operations will not use impact pile drivers;
 - When feasible, construction operations will use electric construction power in lieu of diesel powered generators to provide adequate power for man/material hoisting, crane, and general construction operations; and
 - Monitor noise levels at the western wall of the Downtown Courthouse when the Superior Court is in session.

Construction activities will include excavation, grading, framing, paving, and coating. The AOC expects that excavation and grading operations will require approximately 2 weeks.

All grading will be completed on-site, and the construction contractor will reuse and keep on-site the maximum amount of materials. Although the AOC has not designed the courthouse, the AOC estimates that the proposed project's construction contractor will excavate and export approximately 14,000 cubic yards of soil materials. Excavation will go no deeper than approximately 20 feet (plus approximately 20 feet for the building's footings) at the proposed footprint of the courthouse's basement.

Construction will commence no earlier than 7:00 a.m. and typically cease no later than 4:00 p.m. on weekdays. Construction work might occur on Saturdays, and it will commence no earlier than 8:00 a.m. and cease no later than 5:00 p.m.

2.6

PROJECT APPROVALS

The AOC is responsible for approving this project. The State of California Public Works Board must also approve the selection and acquisition of real property for the location or expansion of State of California facilities.

The AOC must acquire the parcels for the proposed site from the County and the Valley Transportation Authority. The County and the Valley Transportation Authority will rely on the AOC's Mitigated Negative Declaration. The City must also approve utility connections and street connections for the project. The AOC's construction contract will include provisions that require the construction contractor to acquire the San Francisco Bay RWQCB's approval of a Storm Water Pollution Prevention Plan and to implement the plan.

3.0

INITIAL STUDY CHECKLIST

3.1

BACKGROUND

-
1. **Project title:** Santa Clara Family Resources Courthouse

 2. **Lead agency name and address:**
Judicial Council of California
Administrative Office of the Courts
2860 Gateway Oaks Drive, Suite 400
Sacramento, CA 95833-3509

 3. **Contact person and phone number:**
Jerome Ripperda, Environmental Analyst
Phone: (916) 263-8865
Fax: (916) 263-8140
Email: Jerry.Ripperda@jud.ca.gov

 4. **Project location:** The project site is located in downtown San Jose, California, along West St. James Street between North 1st Street, North Market Street, and Devine Street.

 5. **Project sponsor's name and address:**
Judicial Council of California
Administrative Office of the Courts
2860 Gateway Oaks Drive, Suite 400
Sacramento, CA 95833-3509

 6. **General Plan designation:** Downtown Core Area

 7. **Zoning:** Downtown Primary Commercial Zoning District (DC District) and St. James Square City Landmark Historic District.

 8. **Description of project: (Describe the whole action involved, including, but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

Refer to Section 2.5, Project Characteristics.

 9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

The following land uses are immediately adjacent to the project site:
North: Devine Street followed by (from west to east) two private office buildings and a condominium complex;
East: North 1st Street and the Valley Transportation Authority's light rail line followed by (from north to south) a parking lot, vacant commercial building and the Oasis Café Downtown Youth Center building;
South: West St. James Street followed by the Downtown Superior Court Courthouse and Historic Courthouse. Historic St. James Square is east of the site across North 1st Street and West St. James; and
-

West: North Market Street followed by the San Jose Fire Station 1.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

State of California Public Works Board.
County of Santa Clara
Valley Transportation Authority
San Francisco Bay Regional Water Quality Control Board

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages. Mitigation measures have been developed to reduce the following impacts to a less-than-significant level:

✓	Air Quality
✓	Cultural Resources
✓	Hazards and Hazardous Materials
✓	Noise
✓	Mandatory Findings of Significance

Mitigation measures for these issues are identified in Section 4.0.

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic

- Hydrology and Water Quality
- Utilities and Service Systems

The environmental analysis in this section makes use of the checklist recommended by the CEQA Guidelines for the environmental review process. As a preliminary environmental assessment, this Initial Study determines whether or not potentially significant impacts exist that warrant additional analysis and comprehensive mitigation measures to minimize the level of impact. On-site, off-site, long-term, direct, indirect, and cumulative impacts are analyzed for the construction and operation of the proposed project. The Initial Study poses questions with four possible responses for each question:

1. **No Impact.** The environmental issue in question does not apply to the project, and the project will therefore have no environmental impact.
2. **Less Than Significant Impact.** The environmental issue in question does apply to the project site, but the associated impact will be below thresholds that are considered to be significant.
3. **Potentially Significant Unless Mitigated.** The project will have the potential to produce significant impacts with respect to the environmental issue in question. However, mitigation measures modifying the operational characteristics of the project will reduce impacts to a less than significant level.
4. **Potentially Significant Impact.** The project will produce significant impacts, and further analysis will be necessary to develop mitigation measures that could reduce impacts to a less than significant level.

Table 3.3-1 Environmental Issues Checklist

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
I. AESTHETICS – Will the project:				
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, such as trees, rock outcroppings, historic buildings, and other features?			✓	
c) Substantially degrade the existing visual character or aesthetic quality of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?			✓	
e) Create a new source of substantial shade that will adversely affect the area?			✓	
II. AGRICULTURAL RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Will the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Involve other changes in the existing environment that could result in conversion of Farmland, to non-agricultural use?				✓
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Will the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan due to construction operations?		✓		
b) Conflict with or obstruct implementation of the applicable air quality plan due to courthouse operations and maintenance?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
d) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?		✓		
e) Expose sensitive receptors to substantial pollutant concentrations?		✓		
f) Create objectionable odors affecting a substantial number of people?			✓	
g) Will the project substantially conflict with the State's goal of reducing greenhouse gas emissions in California to 1990 levels by 2020, as set forth by the timetable established in Assembly Bill 32, California Global Warming Solutions Act of 2006			✓	
IV. BIOLOGICAL RESOURCES – Will the project:				
a) Have a substantial adverse effect 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 United States Fish and Wildlife Service?				✓
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or United States Fish and Wildlife Service?				✓

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
V. CULTURAL RESOURCES – Will the project:				
a) Cause a substantial adverse change in the significance of a historic resource as defined in § 15064.5?		✓		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS – Will the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault.			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground-shaking?			✓	
c) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?			✓	
d) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?				✓
e) Result in substantial soil erosion or the loss of topsoil?			✓	
f) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving expansive soil?			✓	
g) 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?				✓
h) Destroy a unique paleontological resource or site or unique geologic feature?			✓	
VII. HAZARDS AND HAZARDOUS MATERIALS – Will the project:				
a) Create a significant hazard to the public or the environment through routine transport, use, emission, or disposal or accidental release of hazardous materials?				✓
b) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and will it create a significant hazard to the public or the environment?		✓		

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) For a project located within an airport land-use plan, within 2 miles of a public airport or public use airport, or within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area,?				✓
d) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
e) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires?				✓
VIII. HYDROLOGY AND WATER QUALITY – Will the project:				
a) Violate any water quality standards or waste discharge requirements?			✓	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level?			✓	
c) Substantially alter the existing drainage pattern of the site or area in a manner that will result in substantial erosion or siltation?			✓	
d) Substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that will result in flooding?			✓	
e) Create or contribute runoff water that will exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f) Otherwise substantially degrade water quality?			✓	
g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
h) Place structures within a 100-year flood hazard area that will impede or redirect flood flows?				✓
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j) Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?			✓	
IX. LAND USE AND PLANNING – Will the project:				
a) Physically divide an established community?			✓	
b) Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
X. MINERAL RESOURCES – Will the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan?				✓
XI. NOISE – Will the project:				
a) Produce a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
b) Produce a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) Expose persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
d) For a project located within an airport land-use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, expose people residing or working in the project area to excessive airport-related noise levels or excessive private airstrip-related noise levels?		✓		
XII. POPULATION AND HOUSING – Will the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIII. PUBLIC SERVICES – Will the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or the need for new or physically altered fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives?			✓	
b) Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities or the need for new or physically altered police facilities in order to maintain acceptable service ratios, response times, or other performance objectives?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
c) Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities in order to maintain other performance objectives?			✓	
d) Result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities or the need for new or physically altered public facilities in order to maintain performance objectives?			✓	
XIV. RECREATION – Will the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?			✓	
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			✓	
XV. TRANSPORTATION/TRAFFIC – Will the project:				
a) Cause an increase in traffic that 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 on roads, or congestion at intersections)?			✓	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e) Result in inadequate emergency access?			✓	
f) Result in inadequate parking capacity?			✓	
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	
XVI. UTILITIES AND SERVICE SYSTEMS				
a) Will the wastewater treatment provider that serves or may serve the project determine that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
b) Will the project exceed wastewater treatment requirements of the applicable RWQCB?			✓	
c) Will the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d) Will the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which will cause significant environmental effects?			✓	
e) Will the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
f) Will the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigated	Less Than Significant Impact	No Impact
g) Will the project comply with federal, state, and local statutes and regulations related to solid waste?			✓	
XVII. MANDATORY FINDINGS OF SIGNIFICANCE – Will the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		✓		
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		✓		
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

a) *Will the project have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. The project site is mapped on the United States Geological Survey (USGS) 7.5-minute San Jose, California, United States Topographic Quadrangle dated 1 July 1998 at an approximate location of 37.3390° north latitude, and -121.8938° west longitude (USGS 1998). According to the topographic map, the site and surrounding area are flat and at an elevation of approximately 85 feet above mean sea level. ERM's evaluation of aesthetics is based on a site visit of the project area performed by ERM on 14 May 2009, aerial photographs of the site (USGS TerraServer 1993 and 2004; Google, Inc. 2008), the General Plan (see *Aesthetic, Cultural and Recreational Resources, Section IV Goals and Policies*, City of San Jose 2008a) and the Downtown Strategy 2000 EIR. Based on the above, scenic vistas in the vicinity of the project site include St. James Square Historic District (discussed in Section 4.5), other historic buildings (discussed in Section 4.5), the Diablo Mountain Range, the Guadalupe River, and existing landscaping. According to the General Plan (see *Scenic Routes and Trails Diagram, Specific Land Use Plan - Adopted 12-8-99*), there are no scenic routes or trails adjacent to the site. The Guadalupe parkway is identified on the map as an "Urban Throughway" and the trail along the Guadalupe River is identified as a "Scenic Trail," both of which are west of the project site.

The project site is located in an urban area and is not within a scenic viewshed or along a scenic highway. Table 4.1-1 describes scenic views from various viewpoints. Views of each of these resources from the project site are intermittent since the surrounding urban development obscures these views.

Table 4.1-1 Scenic Views from Vicinity of the Proposed Project Site

Viewpoint	Approximate Distance From Viewpoint to View Feature With Direction and Obstructions					
	Diablo Range	St. James Park	Historic Courthouse	Ward and Sherward Buildings	Tognozzi and Beatrice Buildings	Moir Building
Center of County's parcel	11 miles east, trees and buildings obstruct view	400 feet east, trees & buildings partially obstruct view	400 feet southeast, trees & building partially obstructs view	200 feet north	300 feet northwest, trees partially obstruct view	225 feet northeast, trees & building partially obstruct view
South corner of Market Street/St. James Street	11 miles east, trees and buildings obstruct view	600 feet west, trees & buildings obstruct view	375 feet east, building obstructs view	400 feet north, trees partially obstruct view	575 feet northeast, trees obstruct view	450 feet northeast, trees partially obstruct view
South corner of Market Street/Devine Street	11 miles east, trees and buildings obstruct view	675 feet east, trees partially obstruct view	600 feet southeast, trees & buildings partially obstruct view	100 feet northeast	400 feet northeast, building obstructs view	400 feet northeast, trees partially obstruct view
West corner of 1st Street/St. James Street	11 miles east, trees and buildings obstruct view	150 feet east	225 feet south	475 feet northwest, trees obstruct view	300 feet north, building obstructs view	125 feet north
West corner of St. James Park	11 miles east, trees and buildings obstruct view	---	200 feet southwest	600 feet northwest, trees obstruct view	400 feet northwest, trees & building partially obstruct view	250 feet northwest, trees partially obstruct view
Courtyard between Historic Courthouse and rose garden	11 miles east, trees and buildings obstruct view	175 feet east, trees & buildings obstruct view	175 feet east, trees & buildings obstruct view	525 feet northwest, trees obstruct view	500 feet north, trees & building obstruct view	325 feet north, trees partially obstruct view

The Diablo Mountain Range is approximately 10 miles east of the site. Due to the surrounding structures and landscaping, however, the mountains are not visible from the site.⁴

The Guadalupe River is approximately 0.4 mile west of the project site. The Guadalupe River is not visible from the proposed project site or adjacent properties. The existing structures in the vicinity of the project site and the raised Guadalupe Parkway, between the project site and the Guadalupe River, prevent views of the Guadalupe River from the project site. Furthermore, the same existing structures prevent the proposed project from impacting views of the Santa Clara Valley and downtown San Jose from the raised Guadalupe Parkway, approximately 0.2 mile west of the site.

As shown in Table 4.1-2, construction of the proposed project will affect views of the St. James Historic District and historic buildings from some viewpoints on the project site and nearby viewpoints. The project will obstruct views of the Ward and Sherward Buildings from the west corner of St. James Park, the courtyard between the Historic Courthouse and the rose garden, and the Market Street/St. James Street intersection; since trees already partially obstruct these views and other viewpoints are available nearby to view the buildings, the AOC concludes that these impacts are less than significant. As indicated in Table 4.1-1, trees and other buildings already obstruct views from the Market Street/Devine Street intersection to the Diablo Range, St. James Park, and Historic Courthouse, but the project will increase obstruction of the views. Since the views are already partially obstructed and other viewpoints are available to view the Diablo Range, St. James Park, and Historic Courthouse, the AOC concludes that the project's impacts to these views are less than significant.

⁴ The mountains may be visible from the upper floors of the adjacent condominium complex to the north of the project site.

Table 4.1-2 Effect of New Courthouse on Scenic Views from Vicinity of the Proposed Project Site

Viewpoint	Proposed Courthouse's Effect on Scenic Views					
	Diablo Range	St. James Park	Historic Courthouse	Ward and Sherward Buildings	Tognozzi and Beatrice Buildings	Moir Building
Courthouse Entrance*	No effect	No effect	No effect	Obstructs view	No effect	No effect
South corner of Market Street/St. James Street	No effect	No effect	No effect	Partially obstructs view	No effect	Obstructs view
South corner of Market Street/Devine Street	Obstructs view	Obstructs view	Obstructs view	No effect	No effect	No effect
West corner of 1st Street/St. James Street	No effect	No effect	No effect	No effect	No effect	No effect
West corner of St. James Park	No effect	No effect	No effect	Partially obstructs view	No effect	No effect
Courtyard between Historic Courthouse and rose garden	No effect	No effect	No effect	Obstructs view	No effect	No effect

* On eastern portion of County's parcel.

Since the project will have no significant effects on scenic views, the AOC concludes that the project's impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

b) Will the project substantially damage scenic resources such as trees, rock outcroppings, historic buildings, and other features?

Less Than Significant Impact. The site is a parking lot, and there are no natural rock outcroppings or other scenic resources on the site. Mature landscape trees are located along the sidewalk surrounding the project site on the southeastern, northeastern, and southwestern sides and around the private parking lot behind the Historic St. James Hotel/Moir Building. The street trees on the project site and adjacent properties are described in more detail in Section 4.4 under Biology.

If necessary, construction personnel may remove some of the landscape trees and replace the trees after completion of construction. However, construction activities will protect and not affect most of the street trees along the project site perimeter. There are no Heritage Trees mapped on the project site and therefore Heritage Trees will not be damaged as part of the proposed project.

There is a row of California Fan Palm (*Washingtonia filifera*) trees located within St. James Park that are listed as Heritage Trees. The palm trees are visible from the project site; however, the proposed project's construction area does not extend to the trees. Additionally, views of these Heritage Trees from adjacent properties are mostly obscured by existing buildings and the existing landscape trees along the project site perimeter.

Since there are no scenic resources on the site, the addition of the proposed project will not significantly affect scenic resources, and the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

c) *Will the project substantially degrade the existing visual character or aesthetic quality of the site and its surroundings?*

Less Than Significant Impact. The project site is currently used as two adjacent parking lots by Superior Court employees, jurors, County employees, and the public. The parking lots are asphalt-paved with street level parking surrounded primarily by a sidewalk with mature landscape trees. The proposed project will make visual changes due to its removal of the asphalt parking lots and the construction of the proposed courthouse. As observed during the site visit and from review of Historic District Maps provided by the General Plan (see *City of San Jose Designated Historic Sites and Districts/Areas* map) and the *St. James Square, City Landmark District & National Register District* map prepared by the Preservation Action Council of San Jose (PACSJ, 2004), the project site does not have unique architectural features.

The AOC expects to begin construction in mid-2012 and complete construction in mid-2014. Removal of the existing parking lots will not substantially degrade the visual quality of the site since the site is a parking lot. During construction, construction debris, demolition and construction activities, along with typical construction equipment such as tractors and cranes, will cause short-term visual impacts. Therefore, visual impacts from construction will occur for an approximately 24-month period. These visual impacts will no longer exist after project

completion. Therefore, construction-related impacts to visual character or quality from construction will be less than significant.

The proposed project site is in an urban setting. Surrounding buildings include a wide variety of styles and materials, including several City-designated historic resources. The AOC has not completed design of the proposed courthouse, but the courthouse's design will represent the dignity of the law, the importance of the activities within the courthouse, and the stability of the judicial system. The design will be responsive to local context, geography, climate, culture, and history. The AOC expects the courthouse's features to be consistent with development standards of the City's *Code of Ordinances*, *St. James Square Historic District Design Guidelines* (City of San Jose, 1989), and the *Downtown Strategy 2000 EIR*.

Although the AOC is not subject to local governments' land use regulations and requirements, the AOC will design the project in general conformance with applicable design concepts and guidelines described in *Table V-F.2: Urban Design Concepts and Guidelines to Preserve and Enhance the Visual Character and Quality of an Area* as provided in the *Downtown Strategy 2000 EIR*.

The Moir Building, which is located on North 1st Street near its intersection with Devine Street, is adjacent to the northeast side of the project site. A grove of approximately 30-foot-tall landscape trees grow on the south side the Moir Building, between the Moir Building and the proposed courthouse. If part of the courthouse is constructed on the Valley Transportation Authority parcel, that portion of the structure would be shorter than the Moir Building. Accordingly, the AOC concludes that the project's impacts to the Moir Building will be less than significant.

The Ward and Sherward Buildings are on the northwest side of Devine Street and are opposite the proposed courthouse site. Since the buildings are adjacent to a relatively new 5-story condominium building that has a modern visual appearance, which is substantially different from the Ward and Sherward Buildings, Devine Street will separate the proposed courthouse from the buildings, and the proposed courthouse will be approximately 180 feet from the buildings, the AOC concludes that the project's impacts to the buildings will be less than significant.

The Historic Courthouse and Downtown Courthouse are on the southeast side of St. James Street and are opposite the proposed courthouse site; the proposed Family Courthouse will be approximately 290 feet from the Historic Courthouse and 120 feet from the Downtown Courthouse. The

Downtown Courthouse has a modern appearance, while the Historic Courthouse has a classical courthouse appearance. Since the Downtown Courthouse has a modern appearance and the tree-lined St. James Street separates the Downtown Courthouse from the proposed courthouse site, the AOC concludes that the project's impacts to the Downtown Courthouse will be less than significant. Since the Downtown Courthouse's modern appearance already conflicts with the Historic Courthouse and the tree-lined St. James Street separates the Downtown Courthouse from the proposed courthouse site, the AOC concludes that the project's impacts to the Historic Courthouse will be less than significant.

The AOC concludes that the project will not substantially degrade the existing visual character or aesthetic quality of the site's surroundings, and the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

d) *Will the project create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?*

Less Than Significant Impact. The project site is currently developed as asphalt-paved parking lots that contain parked cars during daylight business hours and are mostly vacant during evening hours. The project site is located within a well lit urban area with many existing sources of light and glare. The proposed project will adhere to the California Trial Court Facilities Standards (Judicial Council of California, 2006), which will ensure that the building will be appropriate to the surroundings, and will not have a substantial metallic finish.

The AOC will apply for a Silver Rating certification under the United States Green Building Council's LEED Green Building Rating System for the project, and the AOC intends to implement a lighting plan that complies with LEED requirements. These requirements (United States Green Building Council, 2003) relevant to lighting include:

- Meet or provide lower light levels and uniformity ratios than those recommended by the *IESNA Lighting for Exterior Environments: An IESNA Recommended Practice* (IESNA, 1999);
- Design exterior lighting such that all exterior luminaires with more than 1,000 initial lamp lumens are shielded and all luminaires with more than 3,500 initial lamp lumens meet the Full Cutoff IESNA Classification;

- The maximum candela value of all interior lighting shall fall within the building (not out through windows) and the maximum candela value of all exterior lighting shall fall within the property; and
- Any luminary within a distance of 2.5 times its mounting height from the property boundary shall have shielding such that no light from that luminary crosses the property boundary.

Most of the building's interior lighting will be limited to the Superior Court's typical weekday operational hours and the periods immediately before and after the court's operations. The AOC intends to shield all light sources to minimize light on surrounding properties, and existing landscaping will also block light from these properties. Furthermore, light sources are already present on the project site from the existing parking lots and neighboring buildings. The courthouse security lighting will not be substantially different from the nearby Historic Courthouse and Downtown Courthouse, so it will not be a source of substantial light. Implementation of these measures and other LEED guidelines will reduce both the generation of exterior light and the potential for light trespass to affect off-site areas. Because the project will comply with LEED criteria for reducing light pollution, the AOC concludes that the proposed project will not create a new source of substantial light that will adversely affect day- or night-time views in the area. The project will not add building features such as metallic finishes that generate substantial glare.

The City has an Outdoor Lighting Policy for Private Developments (Policy Number 4-3). The purpose of the policy is to promote energy efficient outdoor lighting on private development in the City of San Jose that provides adequate light for nighttime activities while benefiting the continued enjoyment of the night sky and continuing operation of the Lick Observatory by reducing light pollution and sky glow. The proposed project is exempt from the City's policy because it is located in the Downtown Core area, as defined by the General Plan.⁵

Since the proposed project's light and glare effects will be similar to the existing Historic Courthouse's and Downtown Courthouse's effects and will be consistent with LEED lighting criteria, AOC concludes that the project's impacts on light and glare will be less than significant.

Mitigation Measures: No mitigation measures are required.

⁵ As stated elsewhere, the State is not subject to local agencies' zoning regulations, codes, and other regulations.

e) *Will the project create a new source of substantial shade that will adversely affect the area?*

Less Than Significant Impact. The proposed project will create shade and shadow impacts onto nearby properties during different times of the day. Shade and shadow impacts occur when a structure reduces the amount of sunlight reaching another property. The proposed project site is located in a dense urban area where nearly all properties are currently impacted by shade and shadows from existing buildings and structures.

According to the Downtown Strategy 2000 EIR, the City of San Jose generally identifies significant shade and shadow impacts as occurring when a building or other structure substantially reduces natural sunlight on public open spaces, measured on winter solstice (December 21st, when the sun is lowest in the sky -); the spring equinox (March 21st, when day and night are approximately equal in length -); and the summer solstice (June 21st, when the sun is at its highest point in the sky -).

A shadow analysis for a theoretical development on the proposed project site completed in the Downtown Strategy 2000 EIR (*Figures V.E-1a, 1b, and 1c., San Jose Downtown Strategy 2000 EIR, Shadow Study, St. James Park, December 21*) indicated that there may be a greater than 10 percent increase in the shadow cast on adjacent properties at 10:00 a.m., 12:00 p.m., and 2:00 p.m. on December 21st. On March 21st and June 21st, the increases in shadow were estimated to be less than 10 percent based on the same theoretical development. According to the Downtown Strategy 2000 EIR, implementation of a proposed project will have a significant shade and shadow impact if it will:

- Result in a 10 percent or greater increase in the shadow cast onto any one of the six major open space areas in the Downtown San Jose area (St. James Park, Plaza of Palms, Plaza de Cesar Chavez, Paseo de San Antonio, Guadalupe River Park and/or McEnery Park); or
- Substantially shadow other public open space (beyond the six major open space areas), but excluding streets and sidewalks or private open space between September and March.

Analysts prepared shadow pattern simulations for the proposed project for the following dates: December 21st (the winter solstice), March 21st and September 21st (the spring and fall equinox), and June 21st (the summer solstice). Simulations were prepared for six times during each day: 8:00 am; 10:00 a.m.; 12:00 p.m. (noon); 2:00 p.m.; 4:00 p.m. and 6:00 p.m. Shadow pattern simulation figures are provided in the Solar Study in Appendix C.

As illustrated in the Appendix C Figures, St. James Square Park, which is east of the proposed project site, is the only public open space area in the vicinity of the proposed project site that the project may potentially affect by shade or shadows. St. James Square Park is also one of the six major open space areas in the Downtown San Jose. The only time periods assessed during the solar study that represent potential shade or shadow impacts to St. James Square Park from the proposed project occur during the following seasons:

- *Summer Solstice (June 21st)* - during only the 6:00 p.m. time period modeled. The shadows from the proposed project reach the edge of St. James Square Park during the 6:00 p.m. summer solstice times but do not result in any impacts.
- *Spring and Fall Equinox (March and September 2001)* - Shadows from the proposed project during the 6:00 p.m. spring and fall equinox time have the potential to impact the western portion of St. James Square Park. As stated in Section 2.5.2, if the AOC does acquire the Valley Transportation Authority's parcel, then the new courthouse will be an approximately 7-story building with a roof-top machinery room and a total height of approximately 120 feet. If the AOC does not acquire the Valley Transportation Authority's parcel, the new courthouse will be an approximately 10-story building on Parcel 56 with a total height of approximately 200 feet. If the courthouse is an approximately 7-story building, the building's shadow will affect approximately 3 percent of the park's area during the 6:00 p.m. period of the spring and fall equinox time. If the courthouse is an approximately 10-story building, the building's shadow will affect approximately 13 percent of the park's area during the 6:00 p.m. period of the spring and fall equinox time. According to the results of the solar study, however, potential shade and shadow impacts will not affect the Park during the times of 10:00 a.m., 12:00 p.m., and 2:00 p.m. referenced in the Downtown Strategy 2000 EIR, which are likely periods of higher park use. As shown in Appendix C's Shade Study, other existing buildings cause shadows in the park (primarily in early morning and late afternoon). Additionally, the Shadow study does not take into account the existing shade and shadow impacts from the tall street trees. The existing trees and buildings will cast shadows over the majority of the park during the 6:00 p.m. timeframe.

For comparison, shadows from existing buildings fall across a large part of the park during the winter solstice. Based on these findings, implementation of the proposed project will lead to less-than significant shade and shadow impacts upon St. James Square Park.

Since the approximately seven-story building will affect only a very minor portion of the park for a limited duration during the spring and fall equinox time, the AOC concludes that the approximately seven-story building's impacts will be less than significant. If the AOC does not acquire the Valley Transportation Authority's parcel and builds an approximately 10-story building, the building will affect only a small portion of the park for a limited duration during the spring and fall equinox time; since the approximately 10-story building's shading will be a limited duration during only part of the year and trees already shade the area affected by the building, the AOC concludes that the approximately 10-story building's impacts will be less than significant.

4.2

AGRICULTURAL RESOURCES

- a) *Will the project 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?*

No Impact. According to the Farmland Mapping and Monitoring Program of the California Department of Conservation, Division of Land Resource Protection (see the *Santa Clara County Important Farmland 2007* map), the site of the proposed project is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The proposed project site is located within the Urban and Built-Up Land designated areas and surrounded by land developed for commercial, Public/Quasi-Public, public park, open space, and residential uses. Therefore, the proposed project will not result in impacts to farmland or result in any new or more significant impacts to agricultural resources that those described in the certified Downtown Strategy 2000 EIR.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. The proposed project site is designated as being within the Core Area in the General Plan (see Figure 83, *General Plan Land Use/Transportation Diagram*) and zoned as being within the DC District (see Figure 83, *Zoning Map*), which is the Downtown Primary Commercial Zoning District. The Core Area and DC District are not set aside for agricultural uses. Furthermore, according to the Williams Act's definition of a Farmland Security Zone, there are no lands eligible for a farmland

security zone contract in the vicinity of the project site. Therefore, the proposed project will have no impact on agricultural uses or a Williamson Act contract.

Mitigation Measures: No mitigation measures are required.

c) *Will the project involve other changes in the existing environment that could result in conversion of farmland to non-agricultural use?*

No Impact. The proposed project is consistent with the General Plan and does not involve any changes to the existing environment that could result in the conversion of Farmland to non-agricultural use. The development of the new courthouse will not result in a secondary impact resulting in conversion of Farmland in the City. As previously stated, there is no farmland in the vicinity of the project site. Therefore, the proposed project will not result in the conversion of farmland to non-agricultural uses.

Mitigation Measures: No mitigation measures are required.

4.3

AIR QUALITY

The project site is located in the Santa Clara Valley, which is part of the San Francisco Bay Area Air Basin. The BAAQMD has the primary responsibility for ensuring that the Santa Clara Valley Air Basin attains and maintains compliance with federal and state ambient air quality standards. The region is currently in nonattainment with the federal 8-hour ozone standard, state 8-hour and 1-hour ozone standards, and the state annual arithmetic mean and 24-hour standards for particulate matter smaller than 10 microns in aerodynamic diameter (PM₁₀) and the state annual arithmetic mean standard for particulate matter smaller than 2.5 microns in aerodynamic diameter (PM_{2.5}). The attainment status with the federal 24-hour PM₁₀ standard is unclassified. The federal 24-hour PM_{2.5} standard was lowered from 65 micrograms per cubic meter (µg/m³) to 35 µg/m³ in 2006 and as a result, the region is in nonattainment of the federal 24-hour PM_{2.5} standards. The area has an air quality plan that addresses the attainment of the ozone standards (BAAQMD ct 2005, 2001, 1999).

a) *Will the project conflict with or obstruct implementation of the applicable air quality plan due to construction operations?*

Potentially Significant Impact Unless Mitigated. The proposed project will not significantly conflict with or obstruct the implementation of the ozone air quality plan. Construction of the proposed project will generate

short-term emissions of ozone precursors, PM_{2.5}, and PM₁₀ through the use of construction equipment that burns fossil fuels such as back hoes, generators, and diesel pile-driving hammers. According to the BAAQMD's *Bay Area 2005 Ozone Strategy, Table 1*, ozone precursors emitted from construction equipment are included in the emission inventory that forms the basis for the air quality plans. Therefore, ozone precursor emissions from construction equipment are not expected to impede attainment of the ozone standards. According to the *Bay Area Air Quality Management District CEQA Guidelines*, for PM emissions, the "District's approach to CEQA analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions...from the District's perspective, quantification of construction emissions is not necessary." The *Particulate Matter Implementation Schedule* (BAAQMD, 2005) and the *Bay Area Air Quality Management District CEQA Guidelines* (BAAQMD, 1999), conclude that particulate emissions can be reduced to less-than-significant levels with the implementation of the measures identified in the *Bay Area Air Quality Management District CEQA Guidelines* as well as measures to ensure compliance with BAAQMD's Regulation 6, Rule 1, which is listed as the BAAQMD rule governing fugitive dust from construction activities. That Rule limits visible emissions from any source to less than 20 percent opacity, except for 3 minutes in an hour and prohibits any visible particulate matter from leaving the facility property line that will cause annoyance to any other person. BAAQMD Regulation 6, Rule 1, does not list specific mitigation measures to be taken to ensure compliance; however, the *Bay Area Air Quality Management District Particulate Matter Implementation Schedule* does state that BAAQMD Regulation 6 is an equivalent measure to San Joaquin Valley Air Pollution Control District Rule 8021, which lists measures for reducing PM generation that are to be implemented during construction related activities; these measures are listed below as PM mitigation measures (Air Quality Measures 1, 3, 6, and 7).

Mitigation Measures: The following mitigation measures, as recommended in the *Bay Area Air Quality Management District CEQA Guidelines* and *Bay Area Air Quality Management District PM Implementation Schedule* with references to San Joaquin Valley Air Pollution Control District Rules 8021 and 8041, will reduce PM₁₀ (including PM_{2.5}) impacts to less than significant levels:

AIR QUALITY 1 - When weather conditions promote potential generation of fugitive dust, the AOC will control dust emissions by stabilizing all disturbed areas (including spoil piles) that are not being actively utilized for construction purposes. Construction personnel will

use water applications, chemical stabilizers or suppressants, tarps, or other suitable covers or vegetative ground covers for dust control.

AIR QUALITY 2 - If construction operations transport materials off the project site, the AOC shall ensure that all materials are covered or effectively wetted to limit visible dust emissions. The AOC shall also ensure that containers have at least 2 feet of freeboard space from the top of the container.

AIR QUALITY 3 - Construction personnel will install and maintain a trackout control device or utilize a carryout and trackout prevention procedure that achieves an equivalent or greater level of control. Construction personnel will remove trackout material at the end of workday.

AIR QUALITY 4 - If construction operations carry visible soil material onto public streets, construction personnel will sweep all paved construction areas, parking areas, and staging areas daily with water sweepers.

AIR QUALITY 5 - Construction personnel will limit idling of all diesel engines to less than 5 minutes unless such idling is necessary to accomplish the work for which the equipment is designed.

b) Will the project conflict with or obstruct implementation of the applicable air quality plan due to courthouse operations and maintenance?

Less Than Significant. As part of the proposed project, the AOC will construct a courthouse where existing parking lots are located. The project will include existing traffic trips generated by the five leased properties that will be closed with this project as well as some new trips due to relocation of Sunnyvale traffic to San Jose and minor traffic changes of existing parking lot users to other sites. The project predicts a projected net increase in vehicle trips of 793 trips per day as discussed in Section 4.15. As a result, new vehicle trips will be generated at the project site, creating new air emissions; however, the overall increase is small. The *Bay Area Air Quality Management District 2005 Ozone Strategy* specifies that (1) ozone precursors, which include nitrogen oxides and reactive organic gases, are of concern when examining operational emissions and (2) that an increase of 10 tons per year of ozone precursors will be considered a significant impact. As presented in Appendix D, the *Bay Area Air Quality Management District CEQA Guidelines* (BAAQMD, 1999) show that ozone precursor emissions are generally considered less than significant if there are less than 2,000 total new trips per day. As discussed in Section 4.15,

the AOC estimates that the proposed project will generate 793 trips per day, which is well below the District's threshold for ozone precursors. Therefore, the associated small increase in vehicle trips will not significantly impede the attainment or maintenance of the ozone standards, and the project's impacts will be less than significant.

c) *Will the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Potentially Significant Impact Unless Mitigated. The construction of the proposed project will result in short-term emissions of criteria pollutants. As stated previously in part (a) of this section, the emissions of ozone precursors, PM_{2.5} and PM₁₀ from construction activity will not be expected to impede the attainment or maintenance of the ozone, PM_{2.5}, or PM₁₀ standards with appropriate mitigation measures. Construction activities may result in a temporary increase in localized concentrations of PM₁₀ (which includes PM_{2.5}) that may impact nearby sensitive receptors (e.g., nearby residences). PM₁₀ is primarily generated through ground disturbance activities, such as grading and vehicles traveling on paved and unpaved roads. These PM₁₀ impacts can be reduced to less-than-significant levels by applying the mitigation measures identified in part (a).

After construction, the small increase in vehicle emissions is not expected to result in significant impacts to attainment of any air quality standards. As discussed in part (a) of this section, the increase in ozone precursor emissions will not likely significantly impact the attainment of ozone standards. Also, at nearby intersections, the additional vehicles may increase local carbon monoxide concentrations, which are not only affected by the number of vehicles, but also by the level of congestion. Congestion at intersections can be characterized by the level of service (LOS). LOS is a qualitative description of intersection operations and is reported using an "A" through "F" rating system, with "A" indicating little or no delay and "F" indicating excessive delay. However, according to the *BAAQMD CEQA Guidelines*, violations of the carbon monoxide standard are not expected at intersections where the LOS with the proposed project is "C" or better. As described in Section 4.15, the LOS is predicted to be "C" or better at the nearby intersections analyzed. Therefore, any carbon monoxide concentration increase is anticipated to be less than significant.

Mitigation Measures: Implement mitigation measures Air Quality 1 through Air Quality 5.

d) *Will the project result in a cumulative considerable net increase of any criteria pollutant for which the project region has a non-attainment status under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact Unless Mitigated. The region currently has a non-attainment status with the federal and state ozone standard, federal PM_{2.5} standard, and state PM_{2.5} and PM₁₀ standards. As discussed in the BAAQMD CEQA Guidelines and the BAAQMD PM Implementation Schedule as detailed in part (a), as long as the proposed project and any nearby project apply the mitigation measures identified in part (a), the project's contribution to cumulative impacts from short-term PM₁₀ and PM_{2.5} emissions from construction activities will be less than significant.

The slight increase in emissions represented by the project will cumulatively add to the emissions from existing and future development in the region. Construction emissions and impacts may be potentially significant if mitigation measures are not implemented. The project will also be consistent with the land use designation of the San Jose General Plan and will not result in new or more significant impacts to air quality than those described in the certified Downtown Strategy 2000 EIR. Considering the consistency with the General Plan and Downtown Strategy 2000 and the expected less than significant increase in emissions associated with the proposed project as described in part (b), the cumulative impacts are anticipated to be less than significant.

Mitigation Measures: Implement mitigation measures Air Quality 1 through Air Quality 5.

e) *Will the project expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact Unless Mitigated. As defined by the *Bay Area Air Quality Management District CEQA Guidelines*, sensitive receptors pertain to "facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants." The proposed project is located near residences (condominiums) to the north that could house sensitive receptors within them. Of particular concern to nearby sensitive receptors are PM₁₀, PM_{2.5}, and carbon monoxide concentrations.

During construction, the proposed project may result in an increase in PM₁₀ and PM_{2.5} concentrations for nearby sensitive receptors. The closest

sensitive receptor to the project site will be the condominium to the northwest, approximately 150 feet from the site. This receptor will receive the greatest impacts from construction-related activities. According to the *Bay Area Air Quality Management District CEQA Guidelines*, the application of the mitigation measures identified in part (a) above will reduce construction-related emissions to a level that will be less than significant.

Also, after construction, local carbon monoxide concentrations may increase at nearby intersections. As discussed in parts (b) and (c), with the minimal increase in vehicles (less than the 2,000 vehicle trips threshold as listed in the *Bay Area Air Quality Management District CEQA Guidelines*) and a LOS equal to or greater than C (as shown in Section 4.15), the congestion will not likely result in significant impacts to nearby sensitive receptors.

Mitigation Measures: Implement mitigation measures Air Quality 1 through Air Quality 5.

f) *Will the project create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. During construction, odors may be generated from the exhaust of diesel-powered equipment. The odors, however, will be temporary in nature and are not expected to significantly affect a substantial number of people. Once the proposed project is constructed, no new significant sources of odors will be generated. Therefore, the overall impacts from odors will be less than significant.

Mitigation Measures: No mitigation measures are required.

g) *Will the project substantially conflict with the State's goal of reducing greenhouse gas emissions in California to 1990 levels by 2020, as set forth by the timetable established in Assembly Bill 32, California Global Warming Solutions Act of 2006?*

Less Than Significant Impact. In 2006, the State Legislature passed Assembly Bill 32 that charged the California Air Resources Board (the "Board") to develop regulations on how the State will address global climate change. There are currently no published thresholds for measuring the significance of a project's cumulative contribution to global climate change. The Board's Scoping Plan (California Air Resources Board 2008a) presented a comprehensive set of actions designed to reduce overall carbon emissions in California, improve California's environment,

reduce dependence on oil, diversify California's energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. For State of California agencies, the Draft Scoping Plan emphasized the State's role of setting an example to meet improved energy standards for new State buildings. The Board concluded that the State of California should set an example by requiring all new State buildings to exceed existing energy standards and meet nationally recognized building sustainability standards such as LEED Gold Certified ratings. Currently, the Green Building Order signed by Governor Schwarzenegger (State of California, 2004) requires new buildings to be built to the Silver or higher standard. The California Building Standards Commission on 17 July 2008, adopted green building standards, amending the 2007 California Green Building Standards Code, Title 24 of the California Code of Regulations, Part 11.

The AOC's design will incorporate features that conform with the achieving a LEED Silver certification, which complies with the California Building Standards Commission's green building standards in the 2007 California Green Building Standards Code, Title 24 of the California Code of Regulations, Part 11.

In addition, the proposed courthouse site is in downtown San Jose near existing local government offices and is approximately one block from the Valley Transportation Authority St. James light rail station. Employees and visitors of the proposed courthouse will likely combine multiple trips to government offices and/or use the Valley Transportation Authority St. James Station to travel to and from the courthouse, thus minimizing vehicle miles traveled by passenger vehicles. Therefore, the AOC concludes that the project is consistent with the State's plan for reducing greenhouse gas emissions and has less-than-significant impacts on emissions of greenhouse gases.

Mitigation Measures: No mitigation measures are required.

4.4 **BIOLOGICAL RESOURCES**

- a) *Will the project have a substantial adverse effect 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 United States Fish and Wildlife Service?*

No Impact. The proposed 1.8-acre site is currently developed as parking lots used by County employees, Superior Court employees, jurors and the

public. The parking lots are street-level and asphalt-paved and are surrounded primarily by a sidewalk with mature landscape trees. The project site is located in the Core Area and surrounded by land developed for residential (condominiums and apartments), commercial, and public uses. According to the maps provided in the General Plan, natural communities and wildlife habitats in the vicinity of the site include urban street trees and parks. Other natural habitats such as woodlands, grasslands, chaparral, scrub, riparian corridors, and wetlands were not identified in the vicinity of the project site.

According to the General Plan (*Section IV Goals and Policies Natural Resources*), “the urban forest is comprised of trees planted in an array of site locations that include street trees, trees in parks, gardens, and trail areas, riparian trees along creek corridors, native trees in natural plan communities, and trees located on public and privately owned land throughout the City.” Additionally, the urban forest includes Heritage Trees, which have been designated by the San Jose City Council for special protective status because of their unique characteristics.

During the site visit, ERM observed mature landscape trees along the site perimeter. The trees line the sidewalk surrounding the project site and the private parking lot behind the Historic St. James Hotel/Moir Building. The trees consist primarily of mature California Sycamore trees (*Platanus racemosa*), Tree of Heaven trees (*Ailanthus altissima*), willow trees (*Salix spp.*) and two large cedar of Lebanon trees (*Cedrus libani*), ranging from 30 to 60 feet tall.

According to the project description, the existing trees on the project site will be maintained in place. If necessary, some of the landscape trees may be removed from the site; however, new landscaping will be provided as part of the proposed project.

According to the California National Diversity Database, updated 2 June 2009, the project site is located in an area where several sensitive plant and animal species may be present. According to this database, the four sensitive species listed below in Table 4.4-1 were identified in the vicinity of the proposed project.

Table 4.4-1 Potential Sensitive Species in Site Vicinity

Common Name	Scientific Name	State/Federal Status	Location	Proximity
Robust spineflower	<i>Chorizanthe robusta</i> var. <i>robusta</i>	Very Threatened/ Endangered	Sandy terraces and bluffs	unknown
Congdon's tarplant	<i>Centromadia parryi</i> ssp. <i>Congdonii</i>	Threatened/ none	Valley and foothill grasslands	unknown
California tiger salamander	<i>Ambystoma californiense</i>	Candidate Endangered/ Threatened	Underground burrows, vernal pools	San Jose Vicinity
American peregrine falcon	<i>Falco peregrinus anatum</i>	Endangered/ Delisted	Nesting box on high-rise office building at San Jose City Hall at 200 E Santa Clara ST	0.4mi east

The urban nature of the project site is not consistent with the habitat types identified in the California National Diversity Database; therefore, federal or state sensitive species do not exist on the project site, and the AOC concludes that the project will have no impact.

Mitigation Measures: No mitigation measures are required.

b) Will the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or United States Fish and Wildlife Service?

No Impact. According to the *Draft Santa Clara Valley Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP)* described in Section 4.4f below (ICF Jones & Stokes, 2009), the site is located in the Guadalupe River Watershed (see *Figure 3-6 Santa Clara Valley HCP/NCCP Watersheds*). The site is also identified in the *Draft Santa Clara Valley HCP/NCCP* as developed land (see *Figure 3.9 Santa Clara Valley Habitat Plan Natural Communities*) and additionally as developed land under the Urban - Suburban heading (see *Figure 3-10 Santa Clara Valley Habitat Plan Land Cover*). The closest mapped natural communities to the site are (1) the Riparian Forest and Scrub community located along the Guadalupe River, approximately 0.3 mile west of the site, and (2) the Coyote Creek, approximately 1.0 mile east of the site. As such, no riparian habitat or other sensitive natural community has been identified on or in the vicinity

of the proposed project site. Therefore the proposed project will have no impact on riparian or other sensitive natural community.

Mitigation Measures: No mitigation measures are required.

c) *Will the project 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?*

No Impact. As previously mentioned, no riparian habitat or other sensitive natural community (including wetlands) has been identified on or in the vicinity of the proposed project site. Therefore the project will have no impact on wetlands.

Mitigation Measures: No mitigation measures are required.

d) *Will the project 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?*

No Impact. The adjacent properties contain existing buildings of equal or taller heights than the proposed project. The peregrine falcon nesting site on the San Jose City Hall high-rise building is the only wildlife nursery site identified within the vicinity of the project site. The proposed project is not expected to impact the falcon nest. According to the Draft Santa Clara Valley HCP/NCCP, there are no landscape or habitat linkages known to exist in the vicinity of the proposed project (see HCP/NCCP Figure 5-6 *Potential Landscape Linkages*). According to the HCP/NCCP, landscape linkages are defined as areas that allow for the movement of species from one area of suitable habitat to another (Santa Clara County 2009). Therefore, the proposed project will not interfere with the movement of any wildlife species, and the AOC concludes that the project will have no impact.

Mitigation Measures: No mitigation measures are required.

e) *Will the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No Impact. According to the San Jose General Plan (*Historic, Archaeological and Cultural Resources Policies, Section IV Goals and Policies*), Heritage Trees should be maintained and protected in a healthy state.

Heritage Trees are those designated as having special significance to the community because of their history, girth, height, species, or unique quality. According to the City's web-based interactive map of Heritage Trees in the City (City of San Jose, 2009b), there are no Heritage Trees on the proposed courthouse site. The project site is bordered by sidewalks with mature landscape trees including primarily California Sycamore trees (*Platanus racemosa*), Tree of Heaven trees (*Ailanthus altissima*), willow trees (*Salix spp.*), and two large cedar of Lebanon trees (*Cedrus libani*). The AOC plans to maintain existing trees on the project site where feasible, but construction operations may remove some of the landscape trees from around the site. If construction personnel remove trees, the AOC will replace each removed tree with five new trees and maintain the trees for two years, in accordance with the City of San Jose landscaping guidelines and the City's Planning, Building and Code Enforcement Department specifications. Since there are no heritage trees on the site, the AOC concludes that impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

f) *Will the project conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. In June 2004, the City of San Jose, City of Gilroy, City of Morgan Hill, County of Santa Clara, Santa Clara Valley Water District, and the Valley Transportation Authority signed a planning agreement to prepare and implement the Santa Clara Valley HCP/NCCP for the southern Santa Clara Valley. These Local Partners, in association with the United States Fish and Wildlife Service, California Department of Fish and Game, National Marine Fisheries Service, stakeholder groups and the general public are in the process of developing the plans. As of the date of this study, there is no adopted HCP or other approved plan that applies to the proposed site. The Second Administrative Draft Santa Clara Valley HCP and NCCP are currently available for public review until 31 August 2009 (Santa Clara County, 2009). The proposed project will therefore not conflict with HCP provisions, and there will be no impact in this regard.

As previously mentioned, according to the draft figures provided in the Draft Santa Clara Valley HCP/NCCP (Figures 3-6, 3-9, and 3-10), there are no habitats or sensitive communities in the vicinity of the project site that will be impacted by the proposed project.

Mitigation Measures: No mitigation measures are required.

Introduction

This section introduces ethnographic and historic context of the project area, the methods, and results of the cultural resources investigation conducted for the proposed project, and the impacts and mitigation measures for cultural resources. For additional detail regarding the cultural resources investigation or the prehistoric, ethnographic, and historic context of the project area, please refer to Appendix E.

Ethnographic Background

At the time of European contact with the California's Native Americans, a group of Native Americans whom the ethnographers referred to as the Ohlone or Costanoans occupied the San Francisco Bay Area.⁶ The territory of the Ohlone people extended along the coast from the Golden Gate in the north to just beyond Carmel in the south, and as much as 60 miles inland. The Tamien (also spelled 'Tamyen') subgroup of the Ohlone likely used the specific project area and likely held the central Santa Clara Valley along the Guadalupe River from Agnews to the present area of downtown San Jose and the flat lands westward from the Guadalupe to the present town of Cupertino on Upper Stevens Creek (Milliken, 1995).⁷

Spanish missionaries founded seven missions in Ohlone territory between 1777 and 1797. Around 1770, when the first mission was established within Ohlone territory (1770), their population likely numbered around 10,000, but by the early 1830s, it had declined to less than 2,000 as a result of introduced diseases, harsh living conditions, and reduced birth rates (Cook 1943, 1943a in Levy 1978:486).

After the secularization of the missions in the 1830s, Native Americans gradually left the missions. Many went to work as wage laborers on the ranchos, in the mines, and in domestic positions. There was a partial return to traditional religious practices and subsistence strategies, but for the most part, the Ohlone culture was greatly diminished.

⁶ Levy, R. 1978. Costanoan. In *California*, edited by R. F. Heizer. Handbook of North American Indians, Vol. 8, W.C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

⁷ Milliken, R.A. 1995. A Time of Little Choice: The Disintegration of the Tribal Culture in the San Francisco Bay Area 1769-1810. In *Ballena Press Anthropological Papers No. 43*, edited by Thomas C. Blackburn. Novato, CA.

Historical Background

Spanish Period

Spanish settlement of the Santa Clara Valley began in 1769. In November 1777, Lt. Moraga established El Pueblo de San Jose de Guadalupe, the first civil settlement established by the Spanish in California. The pueblo was originally near the Guadalupe River in the vicinity of Taylor and Hobson Streets. Due to winter flooding and land conflicts with the nearby Mission Santa Clara, the Spanish relocated the pueblo in 1791. Market Street Plaza, about 1 mile south of the original pueblo, was the center of the second (final) pueblo.

Nineteenth Century

In 1824, Mexico passed a law for the settlement of vacant lands to stimulate further colonization. With the relaxation of immigration regulations by the Mexican government in 1828, more foreigners began to settle in California. The first overland migration arrived in California in 1841; by 1845, new American settlers had increased the population of the pueblo to 900. The American presence in San Jose rapidly changed the character of the pueblo from a Mexican village to a bustling American town.

In 1848, the United States acquired the Mexican province of California in the Treaty of Guadalupe Hidalgo. Closely following the annexation of California, the 1848 discovery of gold in the Sierra Nevada foothills prompted a sudden influx of population to the state. This event accelerated California statehood, achieved in 1850, with San Jose serving as the first state capital.

Since San Jose was the last town on the route to the southern Mother Lode, San Jose became the supply center for hopeful miners as they passed through the area. The high cost and scarcity of flour, fruit, and vegetables during the early Gold Rush made agricultural and commercial pursuits profitable. When the productivity of the placer mines and enthusiasm for gold mining declined, many immigrants began to look to the cities and fertile range lands as sources of income. Until the drought of 1864, stock raising continued to be the primary economic activity in San Jose. Wheat became the agricultural staple in San Jose after the Gold Rush. Hay production developed in the 1880s and 1890s, but declined with the increased popularity of the automobile after 1900.

Following the fire in San Jose's Chinatown (in Market Plaza) in 1887, the City erected a new city hall in the middle of the plaza in 1889. Construction of a post office in 1893 spurred further development in the downtown area. Banks built large buildings on all four corners of First and Santa Clara Streets. From the 1880s through the early years of the twentieth century, the business district moved southward along First Street.

Twentieth Century

Following World War I, San Jose entered a period of great prosperity. The development of a water conservation program, the connection of the Bayshore Freeway between San Jose and San Francisco, and the establishment of Moffett Field as a United States Navy dirigible base spurred growth. Population growth continued to expand the urban boundaries of the city as orchards were replaced by residential developments.

Soon after World War II, the business community launched an active campaign to attract new nonagricultural industries to San Jose. Driven by the growing job market, the population of the valley experienced phenomenal growth after 1950. By the 1960s, the county's economic base depended on the electronics and defense industries. Between 1950 and 1975, the population increased from 95,000 to over 500,000. The city area grew from 17 square miles in 1950 to over 120 square miles in 1970, as orchards were replaced by subdivisions and shopping centers.

Methods and Results

Records Search

Analysts conducted a records search at the Northwest Information Center of the California Historical Resources Information system and did not identify previously recorded sites in the project site's parcels. The St. James Square Historic District is adjacent to the study area and extends onto the Valley Transportation Authority's parcel, and one historic property (Moir Building/St. James Hotel) is adjacent to the project site. The historic district and the individual property are formally listed in the National Register. Sixteen other resources are within 0.25 mile of the project area. Fourteen out of the 16 resources are 19th or early 20th century buildings (residential, commercial and/or industrial, and a mixture of both).

The remaining two resources are archaeological sites recorded within a quarter-mile of the project area, and only one site has a prehistoric component. Site CA-SCL-846/H (P-43-1279) is located slightly less than a quarter-mile north west of the project area and contains both prehistoric and historic-era components. The prehistoric component is a cemetery with 49 burial features, burn pits, and minimal habitation debris. The historic component is a historical deposit in two locations (Locus A and Locus B), which consist of a fill layer with mixed construction materials and household goods. It is not known if the deposit is continuous between the two locations.

Site CA-SCL-876H (P-43-2021) is approximately a quarter-mile south of the project site and consists of a historic trash scatter identified during a survey in 2006. The primary record for this site is missing from the NWIC files; the detail record form lists codes AH02 (foundations/structure pads) and AH04 (privies/dumps/trash scatters) as attributes associated with this site.

Native American Correspondence

ICF Jones & Stokes contacted the Native American Heritage Commission on 5 June 2009 and requested that the Native American Heritage Commission consult their sacred lands database and provide a list of Native American groups and individuals with knowledge and/or interest of the project area. The Native American Heritage Commission responded on 10 June; it stated that the sacred lands file search “failed to indicate the presence of Native American cultural resources in the immediate project area.” The Native American Heritage Commission also provided a list of nine contacts for Santa Clara County.

On 17 June 2009, ICF Jones & Stokes sent letters providing information with regards to the project, project area, and NWIC record search results to all nine Native American Heritage Commission contacts. ICF Jones & Stokes has received no responses or comments.

Historical Society Correspondence

On 30 July 2009, ICF Jones & Stokes contacted potentially interested historical societies to inquire if they had any historical information pertinent to the project or concerns regarding the proposed actions. Organizations contacted include the California History Center and Foundation, the California Pioneers of Santa Clara County, History San Jose, the PACSJ, the San Jose Historical Landmarks Commission, the Santa Clara County Historical and Genealogical Society, and the Santa Clara

County Historical Heritage Commission. ICF Jones & Stokes has received no responses or comments.

Field Survey

Analysts conducted an archaeological survey of the APE on 7 July 2009. The entire project site is a paved parking lot.

On 7 July 2009, an ICF Jones & Stokes architectural historian conducted a field survey of the study area. As part of this process, the architectural historian identified and photo-documented buildings, structures, and linear features 45 years old or older located in the project area in an effort to assess potential impacts as a result of the proposed project.

The St. James Square Historic District includes St. James Park and nine buildings comprising the perimeter of the park. The District is somewhat discontinuous as it is loosely bounded by the properties that front East St. James Street at the north, North 3rd Street at the east, East St. John Street at the south, and North Market Street at the west. Nine buildings and one park contribute to the District, while two buildings (the Superior Court Building and the St. James Community Center) have been determined non-contributors. The park includes two, 3.46 acre parcels that are evenly divided in a north/south configuration by North 2nd Street. In general, the park features its original landscape features, including diagonal and peripheral hardscape pathways, and a series of monuments and statues.

Chester Lyman included St. James Square in his original 1848 survey of San José, and renowned landscape architect Frederick Olmstead designed the park in 1868. St. James Park and the nine buildings loosely forming its perimeter were listed collectively in the National Register as a Historic District in 1979 for both its period revival architecture and landscape architecture and at the local level for its association with community planning and patterns of exploration and settlement. In 1984, The City of San Jose designated the resource as a Historic District at the local level.

The District is comprised of a centrally located park, surrounded by a mixture of municipal, religious, and commercial buildings constructed between 1860 through 1920, and ranging from one to five stories in mass and scale. The NRHP Inventory Nomination describes the District as the finest remaining example of late-nineteenth and early-twentieth century period revival buildings in the City of San Jose.

The St. James Square Historic District's contributing resources include:

- The St. James Park;
- The Trinity Episcopal Cathedral at 81 North 2nd Street;
- The Santa Clara County Courthouse at 191 North 1st Street;
- The First Unitarian Church at 160 North 3rd Street;
- The Sainte Claire Club at 65 East St. James Street;
- The Eagles Hall at the southwest corner of 3rd and St. John Streets;
- The First Church of Christ Scientist at 43 East St. James Street;
- The Scottish Rite Temple at 196 North 3rd Street;
- Letcher’s Garage at 200 North 1st Street; and
- The San José Post Office at 105 North 1st Street.

City-designated landmarks near the project site include:

- St. James Hotel/Moir Building at 227 -241 First Street;
- Tognozzi Building at 261 -265 N. First Street;
- Beatrice Building at 255 N. First Street;
- Wards Funeral Home at 93 Devine Street; and
- The Sherward Building at 79 Devine Street.

a) *Will the project cause a substantial adverse change in the significance of a historic resource as defined in Public Resources Code Section 15064.5?*

St. James Square Historic District – Less Than Significant Impact. Since the AOC may acquire the Valley Transportation Authority’s parcel and potentially place the eastern component of the building on the parcel (which is in the St. James Historic District), the AOC may construct a portion of the proposed courthouse in the St. James Square Historic District. If the AOC does acquire the Valley Transportation Authority’s parcel, the courthouse portion on this parcel and within the District will be two or three stories tall and will not exceed 70 feet; this portion of the courthouse will comply with the District’s height limits. Since the proposed project mass and scale and design aesthetics will be consistent with the District’s guidelines, the AOC concludes that construction of a portion of the project within the District will be less than significant.

If the AOC does not acquire the Valley Transportation Authority’s parcel the proposed courthouse will be an approximately 10-story building with a total height of approximately 200 feet. If the Valley Transportation

Authority's parcel is not acquired, the proposed courthouse will be located outside the District's established boundary, and not adjacent to any District contributors. Therefore, the proposed location, mass and scale, and design aesthetics will impose a less-than-significant impact on the District.

Proposed construction will occur on Parcel 56 that is adjacent (to the west) to the City's designated Area of Historical Sensitivity as well as the National Register District boundary. The St. James Square Historic District Design Guidelines are provided specifically for future development within the District boundary or within the District's Area of Historical Sensitivity. Since the Parcel 56 portion of the proposed project site is outside the District's established boundary and Area of Historical Sensitivity and is not adjacent to any District contributors, the AOC concludes that the proposed project's location, mass and scale, and design aesthetics impose a less-than-significant impact on the District.

Furthermore, although the proposed construction will introduce a new visual element to the area, the overall setting, feeling, design, and association of the District will remain in place, and the project will therefore have a less-than-significant impact on the District. The spatial orientation and physical design of the District places St. James Park as the centerpiece of the District, and the contributing buildings and their façades front the Park and roughly define the boundary of the District. This particular design directs the emphasis of the District's integrity (in terms of feeling and association) inward. Therefore, the project's addition of new visual elements outside the perimeter of both the National Register of Historic Places District and the City's Area of Historical Sensitivity is unlikely to intrude upon the historical setting. Therefore, the District's integrity of historical setting will remain in place, and the AOC concludes that the project will have a less-than-significant impact on the District.

Moir Building/St. James Hotel – Less Than Significant Impact.

Construction of the proposed project will place the proposed courthouse near the historic Moir Building, which is located within Parcel 58.

Proposed construction will occur on Parcel 56 that is near the southwest (rear) side of Moir Building/St. James Hotel's parcel. The AOC concludes that construction of the proposed Courthouse will have a less-than-significant impact on the historical setting of the Moir Building/St. James Hotel because:

- The hotel's façade and its more architecturally expounding elevations face Devine and North 1st Streets, respectively, which is a direction facing opposite the proposed Courthouse.

- Similarly, the rear elevations of the hotel that are exposed to the viewshed of the proposed project display the less illustrative architectural features, including several wall openings that are bricked-in.
- Finally, trees and shrubs partially frame the two rear elevations of the hotel that face the proposed project footprint, and some of the trees are as tall as the hotel. This vegetation acts as a natural barrier between the hotel and the proposed Courthouse and reduces the potential for visual intrusion upon both the hotel and its historical setting.

Based on each of these considerations, the AOC concludes that construction of the proposed Courthouse will have a less-than-significant impact on the historical setting of the Moir Building/St. James Hotel.

City Landmarks — Less Than Significant Impact. Construction of the proposed Courthouse will place the proposed courthouse near historic buildings. The proposed courthouse will be approximately 200 feet southeast of the Wards Funeral Home and Sherward Building and 240 feet south of the Tognozzi Building at 261 -265 N. 1st Street and Beatrice Building at 255 N. First Street. Since the Wards Funeral Home and Sherward Building are adjacent to a large approximately 6-story building and Devine Street will separate the courthouse from the landmark buildings, the AOC concludes that the project's effects on the Wards Funeral Home and Sherward Buildings will be less than significant. Since the Tognozzi Building and Beatrice Building are also adjacent to a large approximately 6-story building, Devine Street will separate the courthouse from the landmark buildings, and Moir Building and the 6-story condominium building and landscape trees extend into the line of sight between the Tognozzi Building and Beatrice Building and the proposed courthouse site, the AOC concludes that the project's effects on the Tognozzi Building and Beatrice Buildings will be less than significant.

Other Historic Resources — Potentially Significant Impact Unless Mitigated. Analysts' cultural resource record search indicated that the proposed project site has not been previously surveyed for cultural resources and that other parties have conducted several cultural resources surveys and records searches within 0.5 mile of the proposed project site. Although there are no known historic resources within the proposed project site, archaeological evidence of multiple communities in the San Jose area support the conclusion that the project's construction excavations may encounter historic resource materials. The AOC concludes that the proposed project may have potentially significant

impacts. The following mitigation measures will reduce the project's impacts to other historic resources to a level that is less than significant:

CULTURAL RESOURCES 1 - The AOC will require its developer to retain a qualified archaeologist who shall inform all construction personnel of the project's cultural resource mitigation measures prior to any construction or earth-disturbing activities and provide instruction to recognize archaeological artifacts, features, or deposits. Personnel working on the project will not collect archaeological resources. The qualified archaeologist will be present for any project-related excavations of soils on the site when the AOC begins its construction operations.

CULTURAL RESOURCES 2 - If construction operations discover buried cultural resources such as chipped or ground stone or building foundations during ground-disturbing activities, excavation work shall stop in that area and within 100 feet of the find until the consulting archaeologist can assess the significance of the find. The archaeologist will evaluate the discovery, determine its significance, and provide proper management recommendations. Management actions may include scientific analysis and professional museum curation. The qualified archaeologist shall summarize the resources in a report prepared to current professional standards.

b) Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?

Potentially Significant Impact Unless Mitigated. Analysts' archaeological record search did not identify any previously recorded prehistoric archaeological resources or sacred lands that may be within the proposed project site. The record searches indicated that the proposed project site has not been previously surveyed for archaeological resources and that other parties have conducted several cultural resources surveys and records searches within one-half mile of the proposed project site. Although there are no known prehistoric resources within the proposed project site, archaeological evidence of multiple communities in the San Jose area prior to Spanish contact makes it possible that archaeological material may be encountered if excavations reach native soils. The AOC concludes that the proposed project may have potentially significant impacts. The AOC's implementation of mitigation measures Cultural Resources 1 and Cultural Resources 2 will reduce the project's impacts to archaeological resources to a level that is less than significant.

- c) *Will the project disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. Analysts conducted an archaeological record search at the Northwest Information Center and the Native American Heritage Commission Sacred Lands File search. Results indicate that no historic period or Native American burial grounds are located within or in proximity to the proposed project site. The AOC has no information that indicates discovery of human remains during ground-disturbing activities is likely to occur. Therefore, the AOC concludes that the proposed project will not cause significant impacts related the disturbance of human remains. If the AOC's construction contractor encounters potential human remains during construction, the construction contractor will contact the County Coroner to comply with the procedures for the unanticipated discovery of human remains delineated in Public Resources Code 5097.

4.6

GEOLOGY AND SOILS

- a) *Will the project expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault?*

Less Than Significant Impact. Surface rupture is considered most likely to occur along an active or potentially major fault trace. According to the USGS California-Nevada Active Fault Zone Maps (*Alquist-Priolo Earthquake Zones, 2002 California Fault Parameters – San Francisco Bay Region*), the site does not lie in an Alquist-Priolo Earthquake Zone and no active faults lie within 1 mile of the site. The closest active faults to the project site are the Hayward Southern fault zone (approximately 5 miles north-northeast), the Calaveras (Central) (approximately 7.5 miles northeast), and the Monte Vista-Shannon fault zone (approximately 7.5 miles southwest) (USGS, 2008). Given the distances of mapped active faults from the proposed project site, the probability of ground rupture at the project site is highly unlikely. Therefore, it is unlikely that the proposed project will expose people or structures to substantial adverse effects from ground rupture, and the AOC concludes that the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project expose people or structures to potential substantial adverse effects involving strong seismic ground-shaking?*

Less Than Significant Impact. Ground-shaking intensity is measured on the Modified Mercalli Scale, which ranges from I (not felt) to XII (widespread devastation) experienced by people, structures, and earth materials. The degree of shaking an earthquake will have on the proposed project site and associated structures depends on a number of factors such as the location of the fault, distance to the epicenter, size of the earthquake, the geology of the area, and the quality of building construction. The closest active fault is approximately 5 miles north-northeast of the project site, as mapped by the USGS and shown in *USGS California-Nevada Active Faults Map* (USGS, 2008). The Modified Mercalli Rating for the San Jose area is estimated to be between VII (ranging from considerable damage in poorly designed or constructed buildings to negligible damage in buildings of good design and construction) and VIII (ranging from great damage in poorly designed or constructed buildings to slight damage in specially designed structures) (California Public Utilities Commission, 1998).

As part of the project, the AOC will conduct a geotechnical investigation of the proposed project site to assess the ground's capability to withstand anticipated ground-shaking and other geologic hazards. Based on the geotechnical report's recommendations, the AOC will include design measures to meet the *California Building Code's* minimum requirements to mitigate seismic shaking and other geologic hazards. Therefore, the AOC concludes that the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) *Will the project expose people or structures to potential substantial adverse effects involving seismic-related ground failure, including subsidence or liquefaction-induced lateral spreading?*

Less Than Significant Impact. Liquefaction occurs when saturated, loose, fine-grained sediment temporarily transforms to a fluid-like state due to strong earthquake ground-shaking of Modified Mercalli intensity of VII or greater. Sandy and silty soils are most prone to liquefaction. According to the Phase I Environmental Site Assessment completed by AECOM in December 2008 (AECOM, 2008a) did not identify any specific liquefaction hazard areas at the site. According to the Phase II Environmental Site Assessment completed by AECOM in November 2008 (AECOM, 2008b), soils underlying the project site contain a mix of sandy clay, sandy

gravels, silt and clay. Typically clay and silt are prone to becoming saturated, and therefore have moderate liquefaction potential.

As part of the project, the AOC will conduct a geotechnical investigation of the proposed project site to assess the ground's capability to withstand anticipated ground failure and other geologic hazards. Based on the geotechnical report's recommendations, the AOC will include design measures to meet the California Building Code's minimum requirements to mitigate ground failure and other geologic hazards. Therefore, the AOC concludes that the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Will the project expose people or structures to potential substantial adverse effects involving landslides?

No Impact. Areas that are susceptible to landsliding include steep slopes underlain by weak bedrock. The proposed project site is not in an area prone to landslides. Based on the site visit and review of topographic maps, the terrain of the proposed project site and surrounding areas is generally flat and there are no unusual geographical features. Therefore, there is no potential for landsliding at the site or in immediately surrounding areas.

Mitigation Measures: No mitigation measures are required

e) Will the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The proposed project will involve extensive site preparation and excavation prior to construction. These activities may temporarily expose soils to erosion potential. Construction activities are expected to occur for a limited time, beginning in mid-2012 and ending in mid-2014 (an approximately 24-month period). The proposed project site has flat terrain with a low potential for soil erosion. Also, the AOC will require its construction contractor to prepare a Storm Water Pollution Prevention Plan, obtain the RWQCB approval, and implement and maintain the Plan. The Storm Water Pollution Prevention Plan will include soil erosion BMPs to limit soil erosion. Therefore, the AOC expects that the project will not have substantial soil erosion or loss of topsoil, and these impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

- f) *Will the project expose people or structures to potential substantial adverse effects involving expansive soil, as defined in Table 18-1-B of the California Building Code (2001)?*

Less Than Significant Impact. Based on the information provided in the Phase II Environmental Site Assessment (ESA; AECOM, 2008b), the soils underlying the site consist of a mix of sandy clay, sandy gravels, silt and clay. Clay soils have the potential for expansion.

As part of the project, the AOC will conduct a geotechnical investigation of the proposed project site to assess the site's expansive soil risk and other geologic hazards. This investigation will include soil expansion tests performed by a certified Soils Engineer to evaluate the expansion potential of the soils. Based on the resulting recommendations, the AOC will include design measures to meet the *California Building Code's* minimum requirements to mitigate expansive soil and other geologic hazards. Therefore, the AOC concludes that the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

- g) *Will the project 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?*

No Impact. The proposed project does not intend to use septic tanks or alternative waste disposal systems. Sanitary sewer services in the area are currently supplied by the City. No further analysis is required.

Mitigation Measures: No mitigation measures are required.

- h) *Will the project destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact. As stated above, the project site is flat and developed with parking lots. Therefore, there are no unique geologic features on the proposed project's site. According to boring logs provided in the AECOM Phase II ESA for the Downtown San Jose Superior Court located across W. St. James Street to the south, soils in the vicinity of the project site consist of 2 to 3 feet of fill overlying a silty to sandy clay loam followed by sandy alluvium materials, (AECOM, 2008b). No evidence of paleontological resources was identified in the AECOM Phase II ESA. Therefore, it is unlikely that unique paleontological resources will occur within the project area, and the AOC concludes that the project will have

less-than-significant impacts on disturbance to unique paleontological resources or unique geologic features.

Mitigation Measures: No mitigation measures are required.

4.7 HAZARDS AND HAZARDOUS MATERIALS

a) *Will the project create a significant hazard to the public or the environment through routine transport, use, emission, or disposal, or accidental release of hazardous materials?*

No Impact. The proposed project will involve the construction of a new courthouse facility that will not require the routine transport, use, emission, or disposal of hazardous materials in construction or operational activities except for the minor use of potentially hazardous materials such as commercially available cleaning products; chemicals such as fuel, oils, and lubricants used for machinery in the building; and pesticides and herbicides that may be infrequently applied to landscaped areas.

There are no buildings presently located on the project site. Therefore, the presence of asbestos-containing materials and lead-based paint is unlikely, and the AOC concludes that the project will have no impacts associated with the use of hazardous materials.

Mitigation Measures: No mitigation measures are required.

b) *Will the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and will it create a significant hazard to the public or the environment?*

Potentially Significant Impact Unless Mitigated. Although the parcels are currently parking lots, the AOC's Phase I Environmental Site Assessment (AECOM, 2008) of the project site indicates that a variety of residential, commercial, and government buildings have occupied the County's and Valley Transportation Authority's parcels. The Phase I Environmental Site Assessment concluded that available information indicated that there were no recorded potential hazardous materials concerns on the parcels, and nearby listed sites with potential concerns did not represent an environmental concern for the proposed courthouse site's parcels.

The AOC prepared a Phase II Environmental Site Assessment (Bureau Veritas, 2009) to develop further information on the County's and Valley Transportation Authority's parcels. The findings of these investigations are summarized below.

County Parcel. Analysts found no obvious visual signs or odors of physical soil contamination in soil cores collected on the County's parcel. Chemical analyses of soil samples did not detect volatile organic compounds. Low detections of petroleum compounds (motor oil, and/or diesel fuel) were reported in soil samples from two locations on the County's parcel; no other petroleum-related organic compounds were detected in these samples. The petroleum detections were appreciably lower than the RWQCB's environmental soil screening levels, and as such do not warrant further attention. Grab groundwater samples collected at that time from open boreholes also contained petroleum hydrocarbons (but no other petroleum-related compounds). The AOC then directed two wells to be installed on the site to evaluate whether the grab groundwater samples were reflective of groundwater conditions. The groundwater sample from one well contained a low diesel detection and no detections of petroleum related organic compounds; the diesel detection was lower than the RWQCB's environmental screening level. No petroleum hydrocarbons or petroleum-related organic compounds were detected in the other well on the County parcel.

VTA Parcel. For the Valley Transportation Authority's parcel, the AOC's Phase II analysts found additional historic information that indicated a gasoline station occupied a portion of the Valley Transportation Authority's parcel during the mid Twentieth Century. As described in the Final Phase II Report completed on 1 December 2009 (Bureau Veritas North America 2009), the AOC's investigations indicated that three underground storage tanks and other metal debris are present in the Valley Transportation Authority's parcel. Investigations showed that two of the underground storage tanks (Tanks 1 and 2) were empty and one of the tanks (Tank 3) contained gasoline or a fuel-like substance.

Soil samples were collected from 12 locations in the Valley Transportation Authority's parcel. Analyses from the AOC's investigation found no petroleum hydrocarbons or petroleum-related organic compounds in nine of those locations; three locations had low levels of diesel- and/or motor oil quantified petroleum hydrocarbon (in one sample from each location), but the hydrocarbon levels were below the RWQCB's environmental soil screening level. One of the samples also contained a low reported detection of methyl ethyl ketone, but that concentration was also below

the screening level. Analysts did not detect any other organic compounds in any of the soil samples.

As described above for the County parcel, petroleum hydrocarbons were detected in grab groundwater samples. Follow-up groundwater analyses found no petroleum hydrocarbons or other petroleum-related organic compounds in two sampling wells on the Valley Transportation Authority's parcel. A third well had reported concentrations of 2.4 micrograms/liter of tert-amyl-methyl ether and 3.9 micrograms/liter of 1,2-dichloroethane, but no detectable hydrocarbons or other analyzed volatile organic hydrocarbons. The dichloroethane detection is higher than the promulgated State Maximum Contaminant Level and the RWQCB's environmental screening level for groundwater that may be a drinking water source (both 0.5 micrograms/liter). The dichloroethane detection is lower than the RWQCB's environmental screening level for potential effects due to vapor emissions from groundwater (200 micrograms/liter for residential land use and 690 micrograms/liter for commercial land use). There are no established environmental screening levels for the detected ether compound for either drinking water or vapor emissions.

Screening levels represent a preliminary assessment of samples' constituents, and depending on the circumstances, may warrant further evaluation to determine whether a significant impact may exist or whether additional remedial actions are required. The AOC's analysts concluded that the dichloroethane and ether detections did not require further evaluation and did not represent significant concerns because:

- Groundwater in the wells on the Valley Transportation Authority's parcel was located approximately 16 feet below the ground surface, therefore there was no concern with direct contact with the detected compounds in groundwater;
- The detected compounds were not present in the AOC's other sampled wells, so the lateral distribution of the chemicals at the site is apparently limited;
- The level of the detected dichloroethane compound is two orders of magnitude below the environmental screening level for vapor intrusion concerns; and
- The concentrations are low and should naturally degrade over time.

If the AOC proposes acquisition of the Valley Transportation Authority's parcel, the AOC's Phase II analysts recommended removal of the underground storage tanks and related debris from the Valley Transportation Authority's parcel in accordance with local regulatory

guidance. As stated in Section 2.5.1, the AOC will acquire the County's parcels and may also acquire the Valley Transportation Authority's parcel to construct the proposed courthouse site. If the tanks and related debris remain in the parcel, the AOC will not proceed with acquisition of the Valley Transportation Authority's parcel, and the AOC's construction operations will occur only on the County's parcel and will maintain an appropriate setback from the Valley Transportation Authority's parcel.

Due to the detected groundwater contaminants in one well on the Valley Transportation Authority's parcel, the AOC concludes that construction of new courthouse may have hazardous materials-related uncertainties, and the AOC concludes that construction of the proposed courthouse may have potentially significant impacts. Mitigation Measure Hazardous Materials 1 will reduce the project's impacts to a level that is less than significant.

Mitigation Measures

HAZARDOUS MATERIALS 1 - The AOC will require its construction contractor to retain a qualified hazardous materials specialist. The specialist shall inform all construction personnel prior to any construction or earth-disturbing activities within 100 feet of N. 1st Street of the potential to encounter hazardous materials. The AOC will ensure that the hazardous materials specialist will prepare a Soil Management Plan to present the decision framework for managing soils associated with future redevelopment of the proposed courthouse parcel. The Soil Management Plan will outline the general protocols and health and safety measures that the AOC and construction personnel will follow if excavation operations encounter contaminated soil or groundwater. The hazardous materials specialist will be present for any project-related excavations that occur within 100 feet of N. 1st Street. If construction operations discover potential contamination during ground-disturbing activities, excavation work shall stop in that area until the qualified hazardous materials specialist can assess the significance of the potential contamination. The qualified hazardous materials specialist will evaluate the discovery, determine its significance, and provide proper management recommendations. The qualified hazardous materials specialist shall summarize related findings in a report prepared to current professional standards.

- c) *For a project located within an airport land-use plan, within 2 miles of a public airport or public use airport, or within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?*

No Impact. According to the San Jose General Plan (see Figure 83, *General Plan Land Use/Transportation Diagram*), the land-use designation of the project site is the Downtown Primary Commercial Zoning District. The classification includes a variety of uses applicable to the proposed project such as offices and financial services, Public and Quasi-Public uses, and public assembly uses. Properties located within the DC District are not subject to any minimum setback requirements. Building heights are limited by the safe operation of nearby San Jose Mineta International Airport (and shall not exceed elevation restrictions prescribed under the Federal Aviation Administration Regulations Part 7). According to the Downtown Strategy 2000 EIR, construction of buildings at heights that will exceed the FAA's imaginary surface restrictions within an extended zone defined by a set of imaginary surfaces radiating outward for several miles from the airport's runways or which will stand at least 200 feet in height above ground can be potential hazards to the safe operation of the San Jose International Airport. The City is redefining the height limitations in the Core Area in conjunction with the airlines at Mineta Airport. San Jose's studies, which have not yet been finalized or adopted, will potentially limit building heights on the proposed project's parcels to between 303 and 322 feet above sea level. The general elevation on the site is approximately 80 feet above sea level, which will allow structures of 223 to 242 feet in height. The new courthouse will be an approximately 7-story building plus a roof-top machinery room with a maximum height of approximately 120 feet, and will be lower than the estimated height limitations proposed by the City for the project site of approximately 223 to 242 feet in height. If the AOC does not acquire the Valley Transportation Authority's parcel and builds a taller courthouse on only the County's parcel (Parcel 56), the building will still be lower than the height limits for airport's land use plan. Additionally, the proposed courthouse will be shorter than several of the surrounding buildings to the west and south of the project site. Therefore, the project will have no impact on safety levels for airports or private airstrips.

Mitigation Measures: No mitigation measures are required.

d) *Will the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. Based on site observations, the nearest City Fire Station (San Jose Fire Station #1) is directly across North Market Street, west of the project site. The nearest Police Station is approximately 1 mile northwest of the project site, and the nearest County Fire Station is approximately 5.14 miles southwest (Campbell Fire Station). There are several evacuation routes in close proximity of the project site, including include onramps to the Guadalupe Parkway, 0.2 mile to the southwest, via West Julian Street, and onramps to Coleman Avenue via North Market Street, one block northwest of the project site.

Given the size of the proposed project and the available room on the project site and adjacent roadways, there are not expected to be impacts on emergency vehicle access in the vicinity of the project site. As standard construction practice, although portions of the adjacent streets may be affected, these streets will not be completely blocked from traffic, and traffic control will be provided by the construction company. Furthermore, given the availability of emergency services and evacuation routes in various locations around the project site, emergency vehicles will have multiple access routes during an emergency event and will not be obstructed by the proposed project. Therefore, the proposed project will have a less-than-significant impact on emergency response and evacuation.

Mitigation Measures: No mitigation measures are required.

e) *Will the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires?*

No Impact. As discussed in Section 4.3(b), the site is identified variously as “developed land” (*Draft Santa Clara Valley HCP/NCCP*) and “Urban – Suburban” (*Santa Clara Valley Habitat Plan Land Cover*). The project site contains no wildlands, and no wildlands are in the vicinity. Therefore there is no threat of wildland fires, and the AOC concludes that the project will have no impacts regarding this study item.

Mitigation Measures: No mitigation measures are required.

HYDROLOGY AND WATER QUALITY

- a) *Will the project violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. The RWQCB regulates waste discharges into waters of the State through the NPDES permit system. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the NPDES permit system by obtaining a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavating. The proposed project falls into the category of projects requiring NPDES permits. Dischargers are required to incorporate facilities to treat runoff before it is discharged to storm drains or creeks. To protect creeks from erosion, projects may also be required to detain or infiltrate runoff so that peak flows and durations match pre-project conditions. With the implementation of an appropriate NPDES permit under RWQCB oversight, potential water quality impacts from the proposed project will be sufficiently protective of water quality standards and are expected to be less than significant.

During construction, short-term water quality impacts can potentially occur. Extensive site preparation and excavation may expose loose soil to potential erosion, which, if not controlled, could potentially be transported to local waterways and result in an increase in suspended sediment load. As the proposed project is greater than 1 acre, the RWQCB will require a Storm Water Pollution Prevention Plan to identify sources of sediments and pollution that could potentially affect storm water quality. The plan will also identify and implement storm water prevention measures to reduce pollution. The AOC will require its construction contractor to prepare a Storm Water Pollution Prevention Plan, obtain RWQCB approval, and implement and maintain the plan. Therefore, the AOC expects that potential water quality and waste discharge impacts from the proposed project will be less than significant.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater level?*

Less Than Significant Impact. The California Department of Water Resources Groundwater Basin Map, most recently updated in 2003,

indicates the site is in the Santa Clara Valley Hydrologic Region, Santa Clara Valley Basin, Santa Clara Sub-Basin (AECOM, 2008a). According to the EDR report provided in the Phase I ESA (AECOM, 2008a), shallow groundwater beneath the site is found between approximately 15 feet and 30 feet below ground surface. According to the City's Water Supply Assessment completed in 2007, the project site lies within a portion of the Santa Clara Valley Sub-Basin characterized by a confined groundwater aquifer where the upper and lower aquifers are divided by discontinuous and laterally extensive low permeability materials such as clays, silty clays, silts, and silty sands that restrict the vertical flow of groundwater.

The proposed project site and surrounding area are developed with existing buildings and landscaped surfaces. Since the site is currently occupied by asphalt parking lots, the proposed project will not create additional impervious surfaces. Since the project does not include additional residential units that will increase population and related water demand and since the project will not reduce the area for groundwater recharge, the AOC concludes that the project's potential groundwater impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

c) *Will the project substantially alter the existing drainage pattern of the site or area in a manner that will result in substantial erosion or siltation?*

Less Than Significant Impact. The proposed project site has flat terrain with a low potential for soil erosion. No apparent drainage pattern was evident during the site visit observations on 14 May 2009. The AOC anticipates that new storm drain collection lines (12-inch diameter) will be constructed along Devine and North 1st Streets, and an 18-inch-diameter storm drain will be constructed in West St. James Street. These lines will drain the landscape areas, paved areas, and the building roof rain leaders. Water quality regulations will require that the storm water be filtered on site before it can be released into the City's storm drain. This will be accomplished by filtering the storm water through the landscape areas or implementing mechanical treatment devices on the storm drain line outfalls. Also, the AOC will require its construction contractor to prepare a Storm Water Pollution Prevention Plan, obtain RWQCB approval, and implement and maintain the plan. The plan will include soil erosion BMPs to limit soil erosion. Therefore, the AOC expects that the project will not have substantial soil erosion or loss of topsoil, and these impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

d) *Will the project substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that will result in flooding?*

Less Than Significant Impact. As previously stated, runoff from the site will be directed towards the City's storm drain system via existing or new storm drains. Storm water will also be filtered through the landscape areas or by implementing mechanical treatment devices on the storm drain line outfalls. Therefore, the proposed project will not alter existing drainage patterns at the site, nor will it result in increased rates of flooding.

Mitigation Measures: No mitigation measures are required.

e) *Will the project create or contribute runoff water that will exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. The proposed project does not propose an increase in impervious surfaces and will not increase the amount of runoff from the site. In addition, as stated above, the proposed project will adopt BMPs to incorporate inlet filtration devices to capture potential pollutants from the storm drain runoff and utilize landscape areas for infiltration of runoff.

Mitigation Measures: No mitigation measures are required.

f) *Will the project otherwise substantially degrade water quality?*

Less Than Significant Impact. The proposed project shall provide site drainage facilities to treat runoff as required by the San Francisco Bay RWQCB. The AOC will require its construction contractor to prepare a Storm Water Pollution Prevention Plan, obtain RWQCB approval, and implement and maintain the plan. The AOC does not expect the proposed project to create additional impacts that will further degrade water quality. Therefore, potential impacts will be less than significant.

Mitigation Measures: No further mitigation measures are required.

g) *Will the project 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?*

No Impact. Flood zone mapping conducted by the Federal Emergency Management Agency (FEMA) indicates that the project area is not located within the 100-year floodplain (FEMA, 1988). Therefore, the project will have no impact with regard to flood hazard areas.

Mitigation Measures: No mitigation measures are required.

h) *Will the project place structures within a 100-year flood hazard area that will impede or redirect flood flows?*

No Impact. As discussed in item 4.8(g) above, the project site is not located in the 100-year floodplain.

Mitigation Measures: No mitigation measures are required.

i) *Will the project 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?*

Less Than Significant Impact. As shown on the FEMA map, *Flood Insurance Rate Map*, the project site is not located in an area that could be inundated from a breach or overflow event from a nearby body of water. The nearest body of water to the project site is the Guadalupe River and, according to the FEMA map, the project site is not within the flood boundary. The Guadalupe River runs from the Santa Cruz Mountains flowing north through San Jose and empties into the San Francisco Bay at Alviso, California. The Guadalupe Watershed is owned and managed by the Santa Clara Valley Water District. The United States Army Corps of Engineers and the Santa Clara Valley Water District completed the Downtown Guadalupe River Flood Protection project in 2004. The project consisted of modifying the Guadalupe River's natural channel by replacing bridges, adding erosion protection features, and building a bypass culvert to handle high flows. The capacity of the new channel was designed to protect the downtown San Jose area from a 100-year flood event. Based on the completion of the flood protection project in 2004, the AOC concludes that there is no substantial risk of flooding from the Guadalupe River, and the potential impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

- j) *Will the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?*

Less Than Significant Impact. Based on site visit observations and review of aerial photographs, the project site is not located near a water body that could potentially create seiche or tsunami hazards. The nearest water body is the Guadalupe River, 0.3 mile west. The Guadalupe River does not have significant water volume to create a seiche or tsunami hazard. Additionally, the site is located in a generally flat area (USGS, 1998) and is therefore not prone to mudflows. Based on these site characteristics, the AOC concludes that there is no substantial risk of a seiche, tsunami, or mudflow, and the potential impacts will be less than significant.

Mitigation Measures: No mitigation is required.

4.9

LAND USE AND PLANNING

- a) *Will the project physically divide an established community?*

Less Than Significant Impact. The proposed courthouse site is currently occupied by parking lots used by County employees, Superior Court employees, jurors and the public. The parking lots are asphalt-paved with street-level parking, and are surrounded by a sidewalk and mature landscape trees. The only adjacent residential areas in the immediate vicinity of the proposed project are the condominiums located to the northwest across Devine Street.

The area located across North 1st Street east and northeast of the project site is occupied by 1-story commercial developments even though it is designated in the General Plan (see Figure 83, *General Plan Land Use/Transportation Diagram*) as Residential Support for the Core Area (25+ Dwelling Units per Acre). This area is intended for high density residential use (25+ Dwelling Units per Acre) with commercial uses on the first two floors in and near the Core Area.

The areas located to the northwest, west, and southwest have Downtown Core Area designations and include offices to the northwest and southwest and public services to the west (San Jose Fire Department). The Superior Court currently leases portions of the 10-story office complex at 111 West St. John Street, which is adjacent and southeast of the project site, for office space for administrative and probate investigators of the Superior Court. The area to the south-southeast across West St. James

Street has a Public/Quasi-Public designation and is occupied by the existing Historic Courthouse and Downtown Superior Court Courthouse.

The project will not divide the residential community to the north-northeast and will be compatible with the offices and Public/Quasi-Public uses in the area including the existing Superior Court services to the south and southwest of the project site. Therefore, the project will not physically divide an established community and will have a less than significant impact in this regard.

Mitigation Measures: No mitigation measures are required.

b) Will the project 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?

Less Than Significant Impact. Since the AOC is an agency of the State of California, the AOC is not subject to local governments' land use regulations and requirements. The proposed project is consistent with the General Plan Designation for the site (see Figure 83, *General Plan Land Use/Transportation Diagram*), which is the Downtown Core Area within the core of the central business district. The Core Area is a primary employment center in the region that allows for government offices and services (City of San Jose 2008a). Additionally, the proposed project fulfills the goals of the City's *Downtown Revitalization Strategy* as outlined in the General Plan by promoting new investment, creating new development opportunities, creating additional jobs, and providing downtown civic and cultural facilities. According to the City's Department of Planning, Building and Code Enforcement, the project site is zoned (see Figure 83, *Zoning Map*) within the Downtown Primary Commercial (DC) Zoning District. The proposed project is compatible with the Downtown Primary Commercial District zone, which includes a variety of uses such as offices and financial services, Public/Quasi-Public uses, and public assembly uses.

Properties located within the DC District are not subject to any minimum setback requirements. Building heights are limited by the safe operation of nearby San Jose Mineta International Airport and shall not exceed elevation restrictions prescribed under the Federal Aviation Administration Regulations Part 77. The new courthouse will be an approximately 7-story building plus a roof-top machinery room with a maximum height of approximately 120 feet, which is less than the 200 feet

height limitation provided in the Downtown Strategy 2000 EIR and much less than the estimated height limitations proposed by the City for the project site of approximately 223 to 242 feet in height. If the AOC does not acquire the Valley Transportation Authority's parcel and builds a taller courthouse on only the County's parcel (Parcel 56), the building will still be lower than the height limits for airport's land use plan. See Section 4.7[c] in this report for additional detail related to the San Jose Mineta International Airport.

The Valley Transportation Authority's parcel (Parcel 57) is within the boundary of the St. James Square Historic District. This District is a locally designated Landmark District and is listed in the National Register of Historic Places. The General Plan includes the district in an Area of Historic Sensitivity, which is an overlay designation intended to control the design of existing and new buildings to enhance the character of the designated resource. St. James Square, also known as St. James Park, is also designated as a Public Park and Open Space in the General Plan (see Figure 83, *General Plan Land Use/Transportation Diagram*).

Since the Valley Transportation Authority's parcel is within a National Register of Historic Places' Historic District, the City Planning Department's *St. James Square Historic District Design Guidelines* (City of San Jose, 1989) will apply to the project if this parcel is included. The *St. James Square Historic District Design Guidelines* (City of San Jose, 1989) limits allowable building height. For a 1-lot depth (137 feet), the building height should not deviate by more than one story from the heights of immediately adjacent historic buildings and in no case shall exceed 70 feet. If the courthouse is constructed in part on the Valley Transportation Authority's parcel, which is within the St. James Historic District, the design of that wing will promote interaction with the park and create open space on the site as prescribed by the design guidelines. The project's design will limit the height of that wing to comply with the design guidelines. Therefore, the AOC concludes that the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

4.10

MINERAL RESOURCES

- a) *Will the project result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?*

No Impact. The General Plan (*Chapter IV: Goals and Policies of the City of San Jose*) lists areas of San Jose that have regional significance for extractive resources as designated by the State Mining and Geology Board. According to the General Plan, the nearest and only area of regional significance for mineral resources in San Jose is located in the Communications Hill Area bounded by the Hillsdale Avenue, State Route 87, Curtner Avenue, and Southern Pacific Railroad, approximately 4 miles south of the project site. That site is a source for construction aggregate materials. Therefore, the proposed project will have no impact on mineral resources.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project 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?*

No Impact. A Mineral Resource Recovery Zone is an area designated by the Solid Waste Management Board or by a local ordinance for resource recovery and recycling, such as a recycling center at a solid waste disposal site. The San Jose General Plan does not delineate the site as a Mineral Resource Recovery Zone. Therefore, the proposed project will have no impact in this regard.

Mitigation Measures: No mitigation measures are required.

4.11

NOISE

Noise is the term generally given to the “unwanted” aspects of sound and generally characterized in terms of decibels on the A-weighted scale (dBA). Because environmental noise fluctuates over time, most descriptors average the sound level over the time of exposure, and some add “penalties” during the times of day when intrusive sounds will be more disruptive to listeners. The most commonly-used descriptors are:

- Day-night average sound level (Ldn). The Ldn is a 24-hour average sound level, but for the night hours between 10:00 p.m. and 7:00 a.m.,

10 dBA is added to the average. This additional 10 dBA accounts for the tendency of people to perceive noise more loudly at night.

- Community noise equivalent level (CNEL). The CNEL is similar to the Ldn except that, in addition to the 10:00 p.m. to 7:00 a.m. 10 dBA penalty, a 5 dBA penalty is applied to noise levels occurring from 7:00 p.m. to 10:00 p.m.

These two descriptors are roughly equivalent.

The San Jose Municipal Code contains general limitations on noise in several ordinances, but does not quantify levels that should not be exceeded. For example, the Municipal Code limits construction activity within 500 feet of a residential unit between the hours of 7:00 p.m. and 7:00 a.m. The San Jose General Plan lists a 55 dBA Ldn requirement at the property line of any non-residential land use that is adjacent to residential properties.

- a) *Will the project produce a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact Unless Mitigated. The project's construction operations will generate substantial noise. Although the AOC has not designed the proposed courthouse or determined construction methods for the project, the project's noise-generating operations may include:

- Excavation of the building footprint/foundation may require operation of excavators, loaders, and trucks;
- Trenching operations may occur around the periphery of the proposed courthouse site, and construction personnel may probably utilize jackhammers and backhoes to gain access to existing utilities and prepare alignments for new utilities;
- Foundation operations will occur in the excavated basement area. Foundation operations for the project's tower areas will probably utilize footings, and construction personnel will probably utilize only backhoes for excavation of the footings;
- Assembly of the project's steel frame and installation of its exterior may utilize one or more cranes. Once the construction contractor assembles the building's walls, interior work will generate only minor noise; and
- Final grading of the site and installation of driveways, sidewalks, other hard surfaces, and landscaping will occur over most of the site. These

operations may require use of backhoe tractors, tractor graders, and concrete trucks.

Adjacent to the proposed project are residential development, commercial uses, and vacant land. Table 4.11-1 lists nearby government, commercial, and residential buildings and their proximity to the proposed project site.

Table 4.11-1 Location of Nearby Receptors

Building	Address	Approximate Distance (feet) From:	
		Proposed Boundary of Project Site (feet)	Project's Potential Building Site
Historic Courthouse	191 N. 1 st Street	230	290
Downtown Courthouse	191 N. 1 st Street	70	120
Office Building	111 N. Market Street	160	230
Fire Station No. 1	201 & 225 N. Market Street	100	130
Sherward Building	79 Devine Street	65	180
Wards Building	93 Devine Street	65	180
Condominium Building	46 W. Julian St.	80	150
Moir Building/St. James Hotel	227-241 N. 1st Street	140	170

Tables 14.1-2A and 14.1-2B list noise levels of common construction equipment and construction operations. Section 2.6.3 lists several project features that the AOC utilizes to control construction sound. These include installation of sound barriers around the perimeter of the project site and using electric construction power instead of diesel-powered generators to provide adequate power for man/material hoisting, crane, and general construction operations. In addition, the proposed project will avoid use of impact pile drivers.

Table 4.11-2A Maximum Noise Levels of Common Construction Machines

Noise Source	Noise Level (dBA) /a/*				
	50 Feet	100 Feet	200 Feet	400 Feet	800 Feet
Jackhammer	81-98	75-92	69-86	63-82	57-76
Pneumatic impact equipment	83-88	77-83	71-77	65-71	59-65
Trucks	82-95	76-89	70-83	64-77	58-71
Backhoe	73-95	67-89	61-83	56-77	50-71
Cranes (moveable)	75-88	69-82	63-76	57-70	51-64
Front loader	73-86	67-80	61-74	56-68	50-62

Concrete mixer	75-88	69-82	63-76	57-70	51-64
Impact pile driver	101	95	89	86	80
Sonic pile driver	96	90	84	81	75
<p>Note: /a/ assumes a 6-dBA decline for noise generated by a “point source” and traveling over hard surfaces. *Source: City of Los Angeles. 2003. L.A. CEQA Thresholds Guide. Los Angeles, CA for 50 feet and 100 feet columns. Noise levels for 200 feet, 400 feet, and 800 feet columns calculated from the assumption that dBA decline by 6 dBA with doubling of the distance between noise source and receptor.</p>					

Table 4.11-2B Outdoor Construction Noise Levels

Construction Phase	Noise Level (dBA)*				
	50 Feet	100 Feet	200 Feet	400 Feet	800 Feet
Grading/excavation	86	80	74	68	62
Foundations	77	71	65	59	53
Structural	83	77	71	65	59
Finishing	86	82	76	70	64
<p>*Source: City of Los Angeles. 2003. L.A. CEQA Thresholds Guide. Los Angeles, CA for 50 feet and 100 feet columns. Noise levels for 100 feet, 200 feet, 400 feet, and 800 feet columns calculated from the assumption that dBA decline by 6 dBA with doubling of the distance between noise source and receptor.</p>					

The noise from construction equipment may be appreciable. The operation of construction equipment is generally expected to result in maximum short-term noise levels ranging from 80 to 95 dBA. These levels may be significant depending on the duration, but mitigation measures will minimize the impacts and the average noise level should fall below the threshold required by the San Jose General Plan. Given the short-term nature of the noise, the impacts will be less than significant with the mitigation measures below.

Mitigation Measures: The following mitigation measures will reduce construction noise impacts to less than significant levels:

NOISE 1 - Restrict construction activities to the hours between 7:00 a.m. and 7:00 p.m., with no activities to occur on Sundays or holidays.




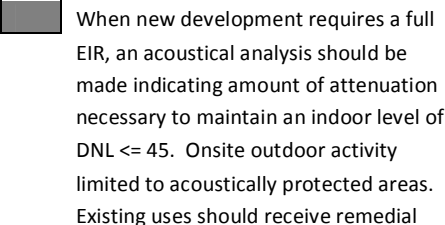

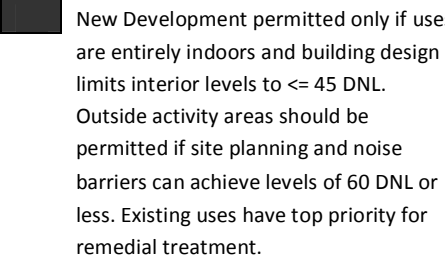


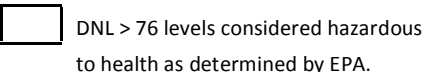
NOISE 2 - Ensure all construction equipment is properly maintained and operated and equipped with mufflers.

b) Will the project produce a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The Municipal Code references noise standards described in the San Jose General Plan, which the proposed project must meet after construction. In particular, the San Jose General Plan contains noise policies and identifies degrees of acceptable usage for new development depending on land use and noise levels as shown on

Table 4.11-3. In this table, an acceptable noise exposure applicable to a new courthouse is not specifically identified. However, the most similar land use to the proposed project will be the “Public, Quasi-Public, and Residential Parks, Playgrounds, Public Buildings, Single Family, Multi-Family, Mobile Home Park,” where normally acceptable noise exposure is 60 dBA or less.

Table 4.11-3 Land Use Compatibility for Community Noise Environments

Land Use Compatibility Guidelines for Community Noise in San Jose		
San Jose Land Use Categories	DNL Value in Decibels	Compatibility Levels
	40 45(a) 50 55(b) 60(c) 65 70 75 80	
Public & Quasi-Public Schools(d), Hospitals, Libraries, Auditoriums		 Satisfactory
Public, Quasi-Public, & Residential Parks, Playgrounds, Public Buildings, Single Family, Multi-Family, Mobile Home Park		
Commercial Shopping Center, Self-Generative Business, Offices, Banks, Clinics, Hotels, Motels		
Industrial Non-manufacturing industry, Transportation, Communications, Utilities, Manufacturing		
Agricultural & Vacant Urban Extractive, Open land, Orchards Crops, Water Supply, Brush Lands, Vacant		

(a) Interior Noise Quality Level

(b) Long-Range Exterior Noise Quality Level

(c) Short-Range Exterior Noise Quality Level

(d) Leq value of Leq (30) = Is used for the evaluation of school impact by the airport

Appendix F contains a summary of noise measurements collected on 2 June 2009 at the project site to characterize the existing noise levels near the roadway. The monitor was located 37 feet from Devine Street, directly across the street from the condominiums immediately adjacent to the north of the proposed site. The measured a day-night average noise (Ldn) was approximately 63 dBA. Noise from a roadway typically decreases by about 3 dBA for every doubling of distance between the noise source and noise receptor. The courthouse building will be approximately 100 feet from the roadway. Therefore, day-night average noise levels near the courthouse building will be under 60 dBA. This noise level will fall under the “normally acceptable” noise level for similar land use as shown in Table 4.11-3.

With regard to exposure to nearby off-site sensitive receptors, the proposed project will produce a small increase in nearby traffic and therefore add to the existing noise levels. The increase will originate primarily from passenger vehicles that do not generate as much noise as large transport trucks. Also, these vehicles will likely travel to and from the site during limited times of the day. Most of the arriving vehicles associated with redevelopment conditions (i.e., after courthouse construction) will come during the peak morning traffic hour. These vehicles are expected to leave gradually throughout the afternoon. The traffic assessment discussed in Section 4.15 identifies 721 inbound and 72 outbound new daily trips (round trip) generated by the proposed project. The small increases in traffic will not result in significant increases in noise levels. For example, a conservative noise estimate can be made by making the following conservative assumptions:

- One-hundred percent of the new vehicle’s trips are passenger cars traveling on the same roadway (in reality, the vehicles traveling to the proposed site will not all take the same road);
- All vehicles traveling 25 miles per hour (mph); and
- Existing noise levels at nearby residences are 60 dBA. The General Plan specifies an overall existing noise level of at least 60 dBA in the area adjacent to Devine Street.

Based on these assumptions, the noise day-night noise level at about 50 feet will increase by less than 1 dBA due to the project’s traffic effects for receptors adjacent to the site. An increase of 1 dBA is typically not perceivable.

Operation of the proposed project will generate noise from operation of the proposed project and increased traffic generated by the proposed project. Noise generated by the mechanical systems of buildings is typically between 50 and 60 dBA at 50 feet. Assuming a worst case scenario where the mechanical system of the new courthouse will produce 60 dBA level at 50 feet, the noise level from the mechanical system at the adjacent condominium building will be approximately 58 dBA, which is lower than the ambient noise level for Devine Street. Since the proposed courthouse's mechanical systems and project-related traffic are unlikely to substantially increase noise levels in the vicinity of the new courthouse, the AOC concludes that the permanent increase in average daily noise levels will be less than significant.

Mitigation Measures: No mitigation measures are required.

c) *Will the project expose persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant. During construction, groundborne vibration and noise may be generated by large trucks and other heavy equipment during grading and construction of buildings. Generally, the groundborne vibration and noise will have a minimal impact on nearby sensitive receptors. However, during some phases of construction, nearby sensitive receptors may notice groundborne vibration. These vibrations will not recur when construction is complete. The Federal Transit Authority publishes an assessment of the typical vibration levels from common construction equipment as shown in Table 4.11-4.

Table 4.11-4 Vibration Velocities for Construction Equipment

Equipment		Vibration Level						
		25 Feet	50 Feet	100 Feet	150 Feet	200 Feet	300 Feet	400 Feet
Pile Driving (Impact)	PPV*	0.644	0.228	0.081	0.044	0.028	0.015	0.010
	VdB**	104	95	86	81	77	72	68
Large bulldozer	PPV	0.089	0.031	0.011	0.006	0.004	0.002	0.001
	VdB	87	78	69	64	60	55	51
Loaded trucks	PPV	0.076	0.027	0.010	0.005	0.003	0.002	0.001
	VdB	86	77	68	63	59	54	50
Jackhammer	PPV	0.035	0.012	0.004	0.002	0.000	0.001	0.001
	VdB	79	70	61	56	52	47	43

* = PPV (Inches/Second), ** = VdB (Vibration decibels)

SOURCE: Federal Transit Authority. May 2006. *Transit Noise and Vibration Impact Assessment*.

As shown in Table 4.11-4, pile driving activities have the highest associated vibration level compared to the other construction-related activities, but the AOC will refrain from using pile drivers for the project. For evaluation of vibration impacts, the AOC chose to evaluate the vibration level associated with large bulldozers and loaded trucks for determining potential maximum project vibrations impacts at the nearby receptors. Vibration levels at distances other than those shown in Table 4.11-4 can be calculated using the equation 4.11-1, shown below, taken from the Federal Transit Authority *Transit Noise and Vibration Impact Assessment*:

$$\text{Eq. 14.11-1} \quad L_v(D) = L_v(25 \text{ ft}) - 30\log(D/25)$$

As shown in Table 4.11-1, the distance of nearby receptors to the proposed project varies between 120 to 290 feet which corresponds to a range of vibrations levels of approximately 72 to 84 Vibration decibels, using the level of 87 VdB for bulldozer activities at distances of 25 feet. The Federal Transit Authority publishes the vibration impact levels for various categories of land use and vibration frequency as shown in Table 4.11-5.

Table 4.11-5 Ground Bourne Vibration Impact Levels for Annoyance

Land Use Category	Acceptable Ground Bourne Vibration Levels (VdB re 1 micro-inch/sec)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1: Buildings where vibration will interfere with interior operations.	65 ⁴	65 ⁴	65 ⁴
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime use.	75	78	83

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

SOURCE: Federal Transit Authority. May 2006. *Transit Noise and Vibration Impact Assessment*.

The nearby receptors will be classified as Categories 2 and 3. As shown in Table 4.11-1, the nearest Category 2 building, the Condominium Building, will be located approximately 150 feet from the proposed project's building site. The use of a large bulldozer within 80 feet of the Condominium will generate a vibration level of 72 VdB, which is within the acceptable thresholds listed in Table 4.11-5. As shown in Table 4.11-1, the nearest Category 3 building, the Sherward Building or Wards Building will be located approximately 180 feet from the proposed project's building site. The bulldozer operating on site will generate a vibration level of 75 VdB, which will be with the acceptable thresholds for Category 3 uses.

In addition to vibration related annoyance thresholds, the Federal Transit Authority lists vibration-related damage thresholds as shown below in Table 4.11-6.

Table 4.11-6 Construction Vibration Damage Thresholds

Building Category	Approximate L_v*
I. Reinforced-concrete, steel or timber (no plaster)	102
II. Engineered concrete and masonry (no plaster)	98
III. Non-engineered timber and masonry buildings	94
IV. Buildings extremely susceptible to vibration damage	90
*† RMS velocity in decibels (VdB) re 1 micro-inch/second	

As previously discussed, the project will not use pile driver for construction operations, and therefore the highest vibration level perceived at a nearby receptor from a large bulldozer will be approximately 72 Vdb which is below the thresholds for all of the building categories in Table 4.11-6. The AOC therefore concludes that construction vibration damage impacts will be less than significant.

- d) *For a project located within an airport land-use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive airport-related noise levels or excessive private airstrip-related noise levels?*




Potentially Significant Impact Unless Mitigated. The San Jose General Plan states that new commercial and industrial uses within the referral area of the Santa Clara County Airport Land Use Commission should give consideration to the commission's policies. The proposed project is located within the referral area of the San Jose airport land-use plan. The *Santa Clara County Airport Land Use Commission Plan* contains noise policies and

identifies degrees of acceptable usage for new development depending on land use and noise levels as shown on Table 4.11-7.

Table 4.11-7 Land Use Compatibility for Aircraft Noise

**Table 1
LAND USE COMPATABILITY CHART FOR
AIRCRAFT NOISE IN THE VICINITY OF
SAN JOSE INTERNATIONAL AIRPORT**

GENERALIZED LAND USE	CNEL VALUES					
	60	65	70	75	80	85
RESIDENTIAL	Satisfactory	Avoid	Avoid	Avoid	Avoid	Avoid
EDUCATIONAL FACILITIES Schools, Libraries, Churches, Cultural Centers	Satisfactory	Avoid	Avoid	Avoid	Avoid	Avoid
COMMERCIAL	Satisfactory	Caution	Caution	Avoid	Avoid	Avoid
INDUSTRIAL	Satisfactory	Satisfactory	Caution	Caution	Avoid	Avoid
OPEN SPACE/AGRICULTURE	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory	Satisfactory
LIVESTOCK	Satisfactory	Satisfactory	Satisfactory	Avoid	Avoid	Avoid
RECREATION	Satisfactory	Caution	Caution	Avoid	Avoid	Avoid

	SATISFACTORY
	CAUTION, REVIEW NOISE INSULATION NEEDS CAREFULLY
	AVOID LAND USE UNLESS RELATED TO AIRPORT SERVICE

In this table, an acceptable noise exposure to a new courthouse is not specifically identified. However, the most similar land use to the proposed project will be the "Commercial" where normally acceptable noise exposure is 65 dBA or less. As stated in 4.11(b), the day-night average noise levels near the courthouse building will be under 60 dBA. This noise level will fall under the "satisfactory" noise level for similar

land use as shown in Table 4.11-7. The maximum interior noise values for various land uses are shown in Table 4.11-8 and were based on noise generated during take-off to allow for a worst-case analysis. The project site lies south of the airport and, according to the Airport Land Use Commission Plan, will only experience take-off noises approximately 15 percent of the time, when operations are reversed due to the weather. In this table, an acceptable noise exposure to a new courthouse is not specifically identified. However, the most similar land use to the proposed project will be either “Commercial – Staff Offices” or “Commercial – Executive Offices/Conference Rooms” where a maximum interior noise threshold is listed as 60 or 55 dBA, respectively. For a conservative estimate in this Initial Study, 55 dBA has been used as the maximum interior noise threshold.

Table 4.11-8 Maximum Interior Noise Levels

MAXIMUM INTERIOR NOISE LEVELS FOR INTERMITTENT NOISE

<u>Generalized Land Use</u>	<u>Max. Intermittent Noise (dBA)</u>
Residential:	
1. Living areas	55
2. Sleeping areas	40
Educational/Cultural Facilities:	
1. Concert Hall	25
2. Legitimate Theater	30
3. School Auditorium	35
4. Classroom	55
5. School Laboratory	60
6. Church Sanctuaries	45
7. Library	65
Recreational Facilities:	
1. Movie Theater	45
2. Sports Arena	75
3. Bowling Alley	75
Commercial Uses:	
1. Hotel/Motel Sleeping Areas	40
2. Hospital Sleeping Areas	40
3. Executive Office/Conf. Rms.	55
4. Staff Offices	60
5. Sales/Secretarial Offices	65
6. Restaurants	65
7. Markets/Retail Stores	65
Heavy or Light Industrial Facilities:	
1. Office Areas - See Commercial	
2. Labs	60
3. Machine Shop	75
4. Construction or Assembly	75

The Airport Land Use Commission Plan contains a 65 dBA CNEL contour map in which a more rigorous analysis and noise abatement controls are required. The proposed project site appears to lie one block outside of the 65 dBA CNEL contour map though no street names are given. Due to the proximity of the proposed project site to the 65 dBA CNEL contour, the more rigorous analysis will be applied for conservatism. In addition to the allowable CNEL contour map, the Airport Land Use Commission Plan outlines the methodology to calculate Single Event Noise Exposure Levels that includes calculating the slant distance between the proposed project site and the flight path. Using the *San Jose International Airport Aircraft Altitudes during Take-Off and Landing Operations* map within the Airport Land Use Commission Plan, the proposed project site is approximately 1,400 feet from the center line of the flight path with planes at

approximately 1,200 feet of altitude during take-off, when operations are switched due to weather. The proposed project site will therefore have a slant distance of approximately 1,850 feet from the flight path. Table 4.11-9 lists the required building exterior noise reduction levels for various land uses at various slant distances. As stated above, the most similar land use to the proposed project site will be "Commercial - Executive Offices/Conference Room." With this designation and a slant distance of approximately 1,850 feet, the exterior noise will need to be reduced by 39 dBA. This will equate to an exterior noise level of 94 dBA (maximum interior noise level + required exterior noise reduction level) from passing aircraft during take-off operations. The Airport Land Use Commission Plan states that, with the use of the construction materials listed in Mitigation Measure NOISE 4, a noise reduction of 30 to 40 dBA will be achieved. This will satisfy the requirement of reducing exterior noises by 39 dBA (the reduction needed to attain the 55 dBA standard). Further mitigation measures will be taken if, during the design phase, a 39 dBA reduction is found not to be achievable with the implementation of Mitigation Measure Noise 3.

Table 4.11-9 Building Exterior Noise Reduction Thresholds

REQUIRED BUILDING EXTERIOR NOISE REDUCTION IN DECIBELS FOR VARIOUS TYPES OF LAND USES AT VARIOUS DISTANCES FROM AIRCRAFT TAKE-OFF OPERATIONS AT SAN JOSE INTERNATIONAL AIRPORT										
TYPE OF LAND USE	Slant Distance									
	Zone	175	350	700	1,400	2,800	3,500	5,000	7,000	9,000 ft.
	Boundaries:	350	700	1,400	2,800	3,500	5,000	7,000	9,000	14,000 ft.
A. RESIDENTIAL										
1. Living Areas										
a. Daytime										
		53	47	41	34	28	—	—	—	—
b. Nighttime										
		58	52	46	39	33	28	—	—	—
2. Sleeping Areas										
		73	67	61	54	48	43	35	28	—
B. EDUCATIONAL/CULTURAL FACILITIES										
1. Concert Hall										
		88	82	76	69	63	58	50	43	35
2. Legitimate Theater										
		83	77	71	64	58	53	45	38	30
3. School Auditorium										
		78	72	66	59	53	48	40	33	—
4. School Classroom										
		58	52	46	39	33	28	—	—	—
5. School Laboratory										
		53	47	41	34	28	—	—	—	—
6. Church Sanctuary										
		68	62	56	49	43	38	30	—	—
7. Library										
		48	42	36	29	—	—	—	—	—
C. RECREATIONAL FACILITIES										
1. Motion Picture Theater										
		68	62	56	49	43	38	30	—	—
2. Sports Arena										
		38	32	—	—	—	—	—	—	—
3. Bowling Alley										
		38	32	—	—	—	—	—	—	—
D. COMMERCIAL										
1. Hotel, Motel Sleeping Areas										
		73	67	61	54	48	43	35	28	—
2. Hospital Sleeping Areas										
		73	67	61	54	48	43	35	28	—
3. Exec. Office, Conference Rooms										
		58	52	46	39	33	28	—	—	—
4. Staff Offices										
		53	47	41	34	28	—	—	—	—
5. Sales, Secretarial Offices										
		48	42	36	29	—	—	—	—	—
6. Restaurants										
		48	42	36	29	—	—	—	—	—
7. Markets, Retail Stores										
		48	42	36	29	—	—	—	—	—
E. HEAVY & LIGHT INDUSTRIAL										
1. Office Areas										
					See E - 3, 4, 5					
2. Laboratories										
		53	47	41	34	28	—	—	—	—
3. Machine Shops										
		38	32	—	—	—	—	—	—	—
4. Assembly, Construction										
		38	32	—	—	—	—	—	—	—

NOTES:

- Indicates required building exterior noise reduction is 25 dBA or less. Therefore, normal construction will suffice. With windows closed, forced ventilation or air conditioning may be required.
- The noise produced by three-engine turbofan aircraft has been used as the basis for this table. If other types of aircraft are used, then the change in required noise reduction is equal to the change in noise exposure for the new type of aircraft.

Mitigation Measures. The following mitigation measures will reduce passing aircraft noise impacts to less than significant levels:

NOISE 3 - Use steel or concrete framing, curtain-wall or masonry exterior wall, and fixed, one-quarter inch, plate-glass windows in the proposed courthouse.

POPULATION AND HOUSING

- a) *Will the project 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)?*

Less Than Significant Impact. The project proposes to construct a new courthouse on a 1.8-acre site. Staff at the new facility will predominantly be transferred from the existing nearby leased facilities or existing facilities in Sunnyvale. The proposed project will relocate judges and judicial support staff from Sunnyvale to downtown San Jose with a balancing reduction of staff at the Sunnyvale facility. Therefore, the proposed project will not induce substantial population growth or result in a significant increase in employment. Therefore, no further analysis is required.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The proposed project involves construction of a courthouse on a site that is currently used as parking lots. There are no residential buildings on the site; therefore, the proposed project will have no impact in this regard.

Mitigation Measures: No mitigation measures are required.

- c) *Will the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. See Response 4.12(b).

Mitigation Measures: No mitigation measures are required.

- a) *Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities or the need for new or physically altered fire facilities in order to maintain acceptable service ratios, response times or other performance objectives?*

Less Than Significant Impact. The nearest City Fire Station (San Jose Fire Station #1) is located directly across North Market Street west of the project site. According to the Santa Clara County Fire Department website, the nearest County Fire Station is approximately 5.14 miles southwest (Campbell Fire Station).

The State Fire Marshall will also review the AOC's plans for the proposed courthouse. The AOC will also consult with the City Fire Department to review the project plans, ensure optimal access of emergency vehicles, and maximize the performance objectives of emergency service personnel. The AOC will incorporate the following the California Fire Code measures into the design of the new courthouse:

- The project will include automatic fire sprinklers.
- The project will include a supervised fire alarm system located in an accessible location with an annunciator per the requirements of the California Fire Code.
- The project will be designed so that access to and around structures will meet all and California Fire Code and City Fire Department requirements.
- The project will be designed so that all rooms and buildings are clearly marked with addresses, and a site directory will be posted at the front entrance to the facility.

With the implementation of these design measures, and the proximity of the closest City Fire Station in the project vicinity, the proposed project will have a less-than-significant impact on fire protection services.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities or the need for new or physically altered police facilities in order to maintain acceptable service ratios, response times or other performance objectives?*

Less Than Significant Impact. The City of San Jose Police Department provides police protection services to the area near the proposed Family Courthouse. The Department's headquarters are at 201 West Mission Street, approximately 1.1 miles southeast of the project site. The San Jose General Plan states that the current level of police officers is determined annually by the City Council and does not list thresholds for use in assessing environmental impacts under CEQA. The San Jose Police Department website states that there are currently more than 1,300 police officers and the 2000 City Census lists 894,943 people living within San Jose with increase of another estimated 100,000 persons since 2000. This equates to an operating ratio of approximately 1.3 police officers per 1,000 residents.

The Santa Clara County Sheriff's Department provides security services at the existing courthouse facilities and will provide protection services at the proposed new courthouse. The new courthouse will have enhanced courthouse security features for its sallyport area, in-custody detainee holding area, detainee access corridors, Sheriff's center, and public screening area. Due to the consolidation of Superior Court facilities and the proposed courthouse's security features, the AOC concludes that the project will not substantially degrade service ratios, response times, or other performance objectives. The proposed project will not rely on City's Police Department staff for security, so it will not affect the amount of police protection services that has been planned for the future buildout of the City. Therefore, the project will have a less-than-significant impact on this public service.

Mitigation Measures: No mitigation measures are required.

- c) *Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities or the need for new or physically altered school facilities in order to maintain other performance objectives?*

Less Than Significant Impact. The proposed project will construct and operate a new courthouse facility. Residential development is not a part of the project, and there are no residences currently on the parcel. Furthermore, the project will not affect changes in the number of residences in the surrounding area. Therefore, the project will not create a

change in needed school services based on increases or decreases in the number of residents on the parcel or in its vicinity. Therefore, the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities or the need for new or physically altered public facilities in order to maintain performance objectives?

Less Than Significant Impact. The proposed project will construct and operate a new courthouse that will replace leased court facilities currently serving the downtown San Jose area. The proposed courthouse will combine the services currently being provided by the leased facilities, and is expected to be a more efficient use of resources. The project will not produce a substantial increase in population or jobs. Therefore, the proposed project will not substantially increase the need for assistance from public facilities or agencies. Therefore, the project's impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

4.14

RECREATION

a) Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?

Less Than Significant Impact. As stated above, the proposed site is currently developed as parking lots that serve Superior Court employees and courthouse visitors. St. James Park is located diagonally across (to the southeast) from the project site and may see an increase in foot traffic due to an increase in nearby Superior Court employees and visitors. However, the increase in use of the park attributed to the proposed courthouse will not produce a substantial physical deterioration of the facility. Therefore, the AOC concludes that the impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*

Less Than Significant Impact. As discussed in the Response to 4.14(a) above, the project site does not currently contain a recreational facility nor will the proposed project require the construction or expansion of recreational facilities. The AOC expects that potential impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

4.15

TRANSPORTATION/TRAFFIC

The State Route 87 freeway connects with SR 85 in south San Jose and to US 101 near the San Jose Airport. SR 87 also has connections with major east-west arterials and expressways throughout San Jose. A connection from SR 87 to Downtown San Jose is provided via a full interchange at Julian Street – West St. James Street. The following roadways provide primary circulation routes within the project site vicinity:

- West St. James Street is a two-lane, one-way eastbound street extending between SR 87 and North 1st Street. East of North First Street, the roadway is named East St. James Street, and is a one-way eastbound facility, however, the roadway is planned to be returned to two-way service east of 4th Street within the next year. East St. James Street extends eastward to its terminus at North 19th Street. Fronting the project site, East St. James Street is one-way eastbound, with on-street parking on both sides, curbs, gutters and sidewalks, and two-way driveway access to the project site (Market /St. James parking lot). East St. James Street has signalized intersections with Market Street, 1st Street and 2nd Street.
- Market Street is a north-south four-lane roadway that runs from Bassett Street to West San Carlos Street. North of Bassett Street, Market Street becomes Coleman Avenue. Market Street merges with S. 1st Street at Reed Street north of the I-280 Freeway and extends southward as South First Street. Fronting the project site, N. Market Street has on-street parking, curbs, gutters and sidewalks, and no driveway access to the project site's parking lot. Market Street has a side street stop sign-controlled intersection with Devine Street and a signalized intersection with St. James Street.
- First Street is a one-lane, one-way northbound street between San Carlos Street and Julian Street. From San Carlos Street to Julian Street,

the Guadalupe Light Rail Transit line runs along the east side of 1st Street. North of Julian Street, 1st Street transitions to a two-way roadway that is divided by the Guadalupe Light Rail Transit line. Fronting the project site, 1st Street has curbs, gutters and sidewalks, and no on-street parking. There is a two-way driveway connecting to the project site (Market/St. James parking lot). First Street is signalized at its intersection with Devine Street.

- Second Street is a two-lane, one-way southbound street between Jackson Street and the I-280 freeway. It has curbs, gutters and sidewalks, and on-street parking on both sides. Second Street is signalized at its intersection with E. St. James Street.
- Devine Street is a two-way east-west street extending between Terraine Street and N. 2nd Street. Fronting the project site, Devine Street has curbs, gutters and sidewalks, and on-street parking on both sides. There is a two-way driveway connecting to the project site (Market/St. James parking lot) and a two-way driveway connecting to the underground parking garage serving a large condominium complex located across Devine Street (north) from the project site.

The AOC conducted weekday traffic counts on a Wednesday in mid-May, 2009 from 7:00 a.m. to 9:30 a.m. at the Market Street/St. James Street, St. James Street/1st Street, St. James Street/2nd Street, 1st Street/Devine Street, and Devine Street/Market Street intersections. Since the courts generally end daily sessions prior to the weekday ambient p.m. peak traffic hour, the AOC did not evaluate p.m. traffic. Using the 2009 traffic counts, the AOC developed Year 2014 Base Case (without project) traffic projections for the five intersections for the a.m. peak hour. The AOC assumed a 2 percent traffic growth rate per year to extrapolate existing counts to year 2014 conditions. Appendix G provides additional information on the AOC's analyses.

- a) *Will the project cause an increase in traffic that 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 on roads, or congestion at intersections)?*

Less Than Significant Impact. Courthouse-related traffic is variable on a daily basis and each type of court operates differently with differing scheduling characteristics. For these reasons, it was necessary to conduct surveys of staff and visitors to the Terraine Courthouse, Family Court, Sunnyvale Courthouse, and Notre Dame Courthouse to determine each facility's peak activity periods including staff and visitor times of arrival and departure, mode of travel, parking location (if applicable) and trip

origin and destination. Surveys revealed 8:00 a.m. to 9:00 a.m. peak activity at all surveyed facilities. Courthouse-related traffic is much higher during the morning traffic peak hour than during the afternoon peak hour. Since the a.m. peak hour analysis provides a stronger test of courthouse-related intersection congestion and roadway capacity than a p.m. peak hour analysis, the AOC's traffic analysis is evaluating the morning a.m. traffic peak and is not evaluating the p.m. traffic peak (see Appendix G for full Traffic Study).

Visitors accessing the new courthouse will, in general, travel the same routes as they currently travel to access the three family courthouse locations in Downtown San Jose (i.e., the Notre Dame, Terraine and Park Center Plaza courts). This is a key element of the traffic study for this project: most of the traffic that will be accessing the new courthouse is currently on the roadway system, whether arriving from within the city, or driving from somewhere in the region. The routes followed today to access existing family courts in Downtown San Jose will be the same routes followed to access the new facility, and the majority of parking choices for visitors will be within the same area of the downtown as is available today.

The administrative component of the new family courthouse will be transferred from facilities so close to the project site, as to result in no net new traffic or parking demand. Parking for administrative uses could continue as occurs today. The "net new" project-generated traffic is conservatively considered to include all Sunnyvale family courts staff and visitors, all Park Center Plaza courthouse staff and visitors, plus all staff from the Terraine and Notre Dame courthouses.

Today, the Park Center Plaza courthouse staff park in spaces reserved for court employees in the City View Garage (an underground garage serving the Park Center Plaza). Since the Park Center Plaza and City View Garage are outside the "walking area" of the project site, all staff and visitors to this, the largest of the courts to be transferred, are considered "net new" traffic and are considered to represent a "net new" parking demand in the immediate project site vicinity. Currently, the majority of Notre Dame courthouse staff park in spaces adjacent the Notre Dame courthouse building, while Terraine courthouse staff park in spaces adjacent the Terraine courthouse or in a nearby employee parking lot. However, once the Notre Dame and Terraine courthouses are vacated, parking available to these facilities will (presumably) be transferred to the new tenant(s) of these buildings; thus, for purposes of this study, all Notre Dame and Terraine courthouse staff trips and parking demand are considered "net new" to the project site vicinity. Staff from all three downtown facilities

will likely park in the City of San Jose Market/San Pedro Garage or another lot or garage in the near vicinity of the project site (the location of staff parking has not yet been determined).

Once in the immediate vicinity of the project site, arriving drivers (staff and visitors) may choose to pass by one or more of the roads adjacent, or nearby the new courthouse prior to parking in the same vicinity as currently used for Terraine and Notre Dame courthouse visitors today (see Figure 6). For this reason, and to present a conservative analysis, the majority of projected “net new” project traffic is shown to be newly added to the Market Street/St. James Street, St. James Street/First Street, St. James Street/Second Street, First Street/Devine Street, and Devine Street/Market Street intersections.

The AOC presumes that visitors will access the courthouse as pedestrians via the public entrance fronting along St. James Street near 1st St., while the staff will access the courthouse as pedestrians using either the public entrance or a potential staff entrance located on the fronting along Devine Street or Market Street. The judicial officers assigned to the new courthouse, some of the executive staff, and delivery and maintenance vehicles will have access via Devine Street or Market Street and will use the on-site surface parking spaces.

Based on the Traffic Study performed for this project (Appendix G), the AOC concluded that the project will generate 721 inbound and 72 outbound vehicle trips during the a.m. commute peak traffic hour of adjacent street traffic.⁸ This volume of traffic is not substantial in relation to the existing traffic load and capacity of the street system. As shown in Table 4.15-1, the Traffic Study found that Year 2014 volumes plus project traffic will result in all signalized study intersections operating at LOS C or better during the AM peak commute traffic hour of ambient traffic on study area roadways. The City uses LOS D as the minimum acceptable operation at signalized intersections, although it does not apply this standard in San Jose’s Downtown Core. The traffic day analyzed in this study is representative of a typical mid-week court activity day. Since projected intersection operations will remain acceptable, the AOC concludes that traffic impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

⁸ Peak hours of adjacent street traffic are based upon May 2009 traffic counts conducted for this project.

Table 4.15-1 Intersection Level of Service for 2014 AM Peak Hour

INTERSECTION (all intersections are signalized)	EXISTING 2009		Future 2014 Base Case		Future 2014 With Project	
	Delay*	LOS**	Delay	LOS	Delay	LOS
Market Street/St. James Street (Signal)	20.6	C+	21.3	C+	23.4	C
St. James Street/First Street (Signal)*	8.1	A	8.0	A	10.3	B+
St. James Street/Second Street (Signal)	10.9	B+	11.2	B+	12.9	B
First Street/Devine Street (Signal)*	6.8	A	8.1	A	8.1	A

Delay* = Average control delay for vehicles (seconds); LOS** = intersection level of service (See Table 3 of Appendix G for explanation of level of service ratings)

b) Will the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. Study area roadways are not included in LOS standards established by the Santa Clara Congestion Management Agency. LOS standards for the subject roadways are established by the City of San Jose, however, the City’s standards are not applicable in the Downtown Core where the project is located. However, the affected signalized intersections will operate acceptably per the City’s standard (at or better than LOS D) with project-generated traffic. Therefore, the AOC concludes that traffic LOS impacts for designated roads are less than significant

Mitigation Measures: No mitigation measures are required.

c) Will the project 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?

No Impact. Construction of the courthouse will have no impact on air traffic patterns, air traffic levels, or safety risks. Therefore, the project will have no impacts.

Mitigation Measures: No mitigation measures are required.

d) *Will the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant Impact. The new courthouse's main entrance (a pedestrian-only access) will front along St. James Street near the intersection with 1st St., and the AOC's design will be consistent with professional engineer traffic standards. For the on-site parking area, sally port, and service areas, driveway sight lines along Devine Street or Market Street will comply with American Association of State Highway and Transportation Officials standards. All vehicular traffic will continue to access the courthouse vicinity using existing roadways. Since affected intersections will have acceptable with-project levels of service for the future (year 2014) scenario when the project will be constructed and occupied, the AOC concludes that the proposed project will not have any increased hazards due to a design feature. Therefore, the project will have less than significant impacts.

Mitigation Measures: No mitigation measures are required.

e) *Will the project result in inadequate emergency access?*

Less Than Significant Impact. The AOC's development of the project site will conform to recommendations of the Superior Court, the Santa Clara County Sheriff's Department, and the City of San Jose Fire Department to ensure adequate emergency access. The proposed project does not include closure of any public through street that is currently used for emergency services, and it will therefore not interfere with the adopted emergency response plan. Therefore, the AOC concludes that project's impacts are less than significant.

Mitigation Measures: No mitigation measures are required.

f) *Will the project result in inadequate parking capacity?*

Less Than Significant Impact. At the maximum project parking demand time of day (8:00 a.m. to 9:00 a.m.), with a minimum total available 334 on-street parking spaces (9:00 a.m.) and minimum 1,396 parking spaces in lots and garages open to the public (9:00 a.m.), the project's potential net new (transferred) 9:00 a.m. demand of 809 parking spaces can be accommodated within walking distance of the project site. Based on surveys of on-street and off-street parking conducted in May 2009 for this study, this will be the case even with displaced parking from facilities such as the Victory parking lot (once BART station construction

commences). For this reason, the AOC concludes that the project's parking impacts will be less than significant.

Mitigation Measures: No mitigation measures are required.

g) *Will the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

Less Than Significant Impact. The proposed project will not conflict with adopted policies, plans, or programs supporting alternative transportation. The project site is served by all major transit modes serving Downtown San Jose. There are connections between bus lines, light rail and Caltrain within the Downtown area. The Valley Transportation Authority's bus lines, the ACE Train (Altamont Commuter Express) commuter rail service, Caltrain commuter rail service, Valley Transportation Authority's light rail transit, Amtrak Capitol Corridor Inner-City Rail, and Greyhound bus lines serve the Downtown. All modes will be available to visitors to the new courthouse, as they are today. Surveys conducted at the courthouse security-check entrances of all visitors, plus surveys of staff, revealed the following percentages of existing transit use (i.e., light rail, bus, bicycle, walking or combination of these) for the three Family, Notre Dame, and Terrain courthouses in Downtown San Jose:

- Park Center Plaza Courts: Staff: 8% and Visitors: 14%
- Notre Dame Courthouse: Staff: 9% and Visitors: 19%
- Terraine Courthouse: Staff: 18% and Visitors: 25%

Due to the project's proximity to public transit facilities, the Superior Court expects that more Superior Court employees and courthouse visitors will use public transit in the future.

The AOC anticipates no conflicts with adopted policies, plans, or programs supporting alternative transportation..

Mitigation Measures: No mitigation measures are required.

UTILITIES/SERVICE SYSTEMS

- a) *Will the wastewater treatment provider that serves or may serve the project determine that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. The project will use sanitary sewer services provided by the City. According to the San Jose/Santa Clara Water Pollution Control Plant Master Plan, the San Jose/Santa Clara Water Pollution Control Plant, located at the corner of Los Esteros and Zanker Roads has the capacity to treat approximately 167 million gallons per day (mgd). According to the San Jose/Santa Clara Water Pollution Control Plant Master Plan, the plant currently averages 110 mgd. The proposed project estimates daily sewer flows to average 150 to 200 gallons per minute during business hours (8:00 a.m. to 5:00 p.m.) that will equate to a maximum daily flow of 0.11 mgd, which is readily accommodated by the current capacity. The City will review the proposed project with respect to wastewater treatment capacity.

Mitigation Measures: No mitigation measures are required.

- b) *Will the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant Impact. The amount of wastewater generated daily on a sustained basis after construction of the new courthouse will likely be greater than that for existing uses (i.e., parking lots). However, courthouse activities will not result in contaminant emissions that will require a higher wastewater treatment level, given that only sanitary wastewater will be generated during courthouse operation. Therefore, the existing wastewater system will be capable of handling the wastewater generated from the new facility. Therefore, a less-than-significant impact is anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

- c) *Will the project 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?*

Less Than Significant Impact. The City currently does not provide wastewater treatment services to the project site, but will provide such services to the new courthouse facility. The AOC estimates daily sewer flows to average 150 to 200 gallons per minute during business hours, 8:00

a.m. to 5:00 p.m. (0.11 mgd) and plans to install a new 6-inch lateral sewer line that will be connected to the 10-inch main line in Devine Street along the northern border of the project site. As discussed in 4.16(a), the San Jose/Santa Clara Water Pollution Control Plant is not currently at capacity and, therefore, will be able to meet the projected needs of this project. The project will have a less-than-significant impact in this regard.

Mitigation Measures: No mitigation measures are required.

d) Will the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which will cause significant environmental effects?

Less Than Significant Impact. The project site is currently developed as asphalt-paved parking lots with impervious surfaces. However, as discussed in Section 4.8, the project proposes open, landscaped areas that will reduce storm water runoff into the storm sewer system. The proposed project estimates site drainage runoff will be approximately 2.5 to 3.0 cubic feet per second for a 10-year storm event and will require that a new storm water collection system be installed. This system will comprise 6- to 10-inch pipes installed along North Market, Devine, and West St. James streets. The City currently operates and maintains a storm water drainage system along the perimeter of the proposed site and will be involved in the approval of all storm water drainage connections and system expansions. The project will also be required to comply with NPDES regulations, ensuring that impacts to storm water drainage systems are minimized. Therefore, the proposed project will have a less-than-significant impact in this regard.

Mitigation Measures. No mitigation measures are required.

e) Will the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. According to the Santa Clara Valley Water District and the San Jose General Plan, the City has historically obtained 50 percent of its water from normal rainfall, with the remaining water imported from outside the region, though up to 90 percent of its water may be imported during drought years. The Santa Clara Valley Water District is currently authoring a new Integrated Water Resources Plan that will project the water demands through the year 2020. The Water District is discussing upgrading the Rinconanda Water Treatment Plant, creating

an intertie with the Hetch-Hetchy aqueduct, and the possibility of building a new water treatment plant in South County.

Since the project does not include new housing and since the project has a relatively small scope and size compared to overall downtown redevelopment plans, the AOC expects that the proposed project will not require additional water supply needs beyond what has already been anticipated in the General Plan. Therefore, the proposed project will have a less-than-significant impact.

Mitigation Measures: No mitigation measures are required.

f) *Will the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Less Than Significant Impact: San Jose's Environmental Services Department regulates all collection of commercial, residential, and industrial refuse in the City while individual franchised hauling companies carry out actual collection of garbage. According to the General Plan, the City regulates disposal services. Solid waste is currently disposed of at four Class III, privately -owned and operated landfills: BFI Newby Island Sanitary Landfill, Guadalupe Landfill, Kirby Canyon Landfill, and Zanker Road Landfill. As of 2006, BFI Newby Island Sanitary Landfill was at 64 percent capacity with an anticipated closure date of 2025. As of 2001, Guadalupe Landfill was at 23.3 percent capacity with an anticipated closure date of 2010. As of 2000, Kirby Canyon Landfill had a remaining capacity of 57,271,000 cubic yards with an estimated closure date of 2022. As of 2005, Zanker Road Landfill was at 53.8 percent capacity with an estimated closure date of 2013. Zanker Road Landfill, however, recycles the majority (>80 percent) of incoming material and either buries the material on-site or transfers the material to another landfill. Capacities and estimated closure dates for the four landfills were gathered from the California Integrated Waste Management Board. The San Jose General Plan states that the City should maintain 20 years of landfill capacity. Given the availability of four separate landfills, the AOC concludes that local landfills have enough capacity to receive solid waste from the proposed project site. In addition, the project's LEED effort (see Appendix B) will reduce solid waste generation at the site through the following measures:

- The project design will incorporate recycling programs through the designation of space and facilities for recycling activities, including an area for recyclable waste to be stored and adequate passage for pick-up vehicles;

- Plants that are less susceptible to drought will be planted for landscaping, which will lessen maintenance activities and yard waste that will otherwise be sent to landfills; and
- The occupants of the courthouse facility will be informed of recycling programs and encouraged to recycle such items as newspapers, glass bottles, aluminum, and metal cans.

Given that there is adequate landfill capacity and measures will be taken to minimize solid waste disposal, the AOC concludes that impacts to solid waste disposal services will be less than significant.

Mitigation Measures: No mitigation measures are required.

g) Will the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact: Adequate solid waste storage areas at the project site will be designated, and waste will be stored in containers in a manner that complies with federal, state, and local statutes and regulations. Solid waste collection vehicles will be given adequate access to the waste storage area. In addition, the project developer(s) will take any necessary measures to comply with California Code of Regulations, State Department of Health Services, the City Public Works Department, and the BAAQMD, with respect to handling and disposal of hazardous materials. Therefore, no significant impacts are anticipated with respect to compliance with statutes and regulations.

Mitigation Measures: No mitigation measures are required.

4.17

MANDATORY FINDINGS OF SIGNIFICANCE

a) Will the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact Unless Mitigated. As discussed in Section 4.5 (Cultural Resources), the proposed project may have potentially significantly impacts to cultural resources at the project site. However,

implementation of Section 4.5's mitigation measures will reduce these potential impacts to a less than significant level.

- b) *Will 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.)*

Potentially Significant Impact Unless Mitigated. The proposed project may have potentially significant impacts to Air Quality (Section 4.3) Cultural Resources (Section 4.5), Hazardous Materials (Section 4.7), and Noise (Section 4.11). However, implementation of mitigation measures in those sections will reduce these potential impacts to a less than significant level. Other potential projects proposed in the vicinity of the project site include the San Jose McEnery Convention Center Expansion and Renovation project (135 West San Carlos Street, which is approximately 0.75 miles south of the proposed courthouse site) and the future Santa Clara BART stations (the nearest potential station site is approximately 0.2 miles south of the proposed project site). The probability of construction of these projects and their construction timetables are uncertain due to economic issues, and the AOC believes that construction of the proposed courthouse will be complete in 2014, before these projects begin construction. Since potential impacts from the proposed project and future projects will be mitigated in accordance with local and state regulations and the other projects' construction will likely occur after completion of the proposed courthouse, the AOC concludes that the cumulative impacts from the proposed project will be less than significant.

- c) *Will the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Impact Unless Mitigated. The proposed project has the potential to produce significant physical effects on the environment for Air Quality (Section 4.3), Cultural Resources (Section 4.5), Hazardous Materials (Section 4.7), and Noise (Section 4.11). These effects are discussed in their respective sections, and the project's implementation of the required mitigations will reduce the impacts to a level that will be less than significant.

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7.0 *INVENTORY OF MITIGATION MEASURES*

7.1 *Air Quality*

AIR QUALITY 1

When weather conditions promote potential generation of fugitive dust, the AOC will control dust emissions by stabilizing all disturbed areas (including spoil piles) that are not being actively utilized for construction purposes. Construction personnel will use water applications, chemical stabilizers or suppressants, tarps, or other suitable covers or vegetative ground covers for dust control.

AIR QUALITY 2

If construction operations transport materials off the project site, the AOC shall ensure that all materials are covered or effectively wetted to limit visible dust emissions. The AOC shall also ensure that containers have at least 2 feet of freeboard space from the top of the container.

AIR QUALITY 3

Construction personnel will install and maintain a trackout control device or utilize a carryout and trackout prevention procedure that achieves an equivalent or greater level of control. Construction personnel will remove trackout material at the end of workday.

AIR QUALITY 4

If construction operations carry visible soil material onto public streets, construction personnel will sweep all paved construction areas, parking areas, and staging areas daily with water sweepers.

AIR QUALITY 5

Construction personnel will limit idling of all diesel engines to less than 5 minutes unless such idling is necessary to accomplish the work for which the equipment is designed.

7.2 *Cultural Resources*

CULTURAL RESOURCES 1

The AOC will require its developer to retain a qualified archaeologist who shall inform all construction personnel of the project's cultural resource mitigation measures prior to any construction or earth-disturbing activities and provide instruction to recognize archaeological artifacts, features, or deposits. Personnel working on the project will not collect archaeological resources. The qualified archaeologist will be present for any project-related excavations of soils on the site when the AOC begins its construction operations.

CULTURAL RESOURCES 2

If construction operations discover buried cultural resources such as chipped or ground stone or

building foundations during ground-disturbing activities, excavation work shall stop in that area and within 100 feet of the find until the consulting archaeologist can assess the significance of the find. The archaeologist will evaluate the discovery, determine its significance, and provide proper management recommendations. Management actions may include scientific analysis and professional museum curation. The qualified archaeologist shall summarize the resources in a report prepared to current professional standards.

7.3 *Hazards and Hazardous Materials*

HAZARDOUS MATERIALS 1

The AOC will require its construction contractor to retain a qualified hazardous materials specialist. The specialist shall inform all construction personnel prior to any construction or earth-disturbing activities within 100 feet of N. 1st Street of the potential to encounter hazardous materials. The AOC will ensure that the hazardous materials specialist will prepare a Soil Management Plan to present the decision framework for managing soils associated with future redevelopment of the proposed courthouse parcel. The Soil Management Plan will outline the general protocols and health and safety measures that the AOC and construction personnel will follow if excavation operations encounter contaminated soil or groundwater. The hazardous materials specialist will be present for any project-related excavations that occur within 100 feet of N. 1st Street. If construction operations discover potential contamination during ground-disturbing activities, excavation work shall stop in that area until the qualified hazardous materials specialist can assess the significance of the potential contamination. The qualified hazardous materials specialist will evaluate the discovery, determine its significance, and provide proper management recommendations. The qualified hazardous materials specialist shall summarize related findings in a report prepared to current professional standards.

7.4 *Noise*

NOISE 1

Restrict construction activities to the hours between 7:00 a.m. and 7:00 p.m., with no activities to occur on Sundays or holidays.

NOISE 2

Ensure all construction equipment is properly maintained and operated and equipped with mufflers.

NOISE 3

Use steel or concrete framing, curtain-wall or masonry exterior wall, and fixed, one-quarter inch, plate-glass windows in the proposed courthouse.

8.0 LEAD AGENCY DETERMINATION

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

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

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

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

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

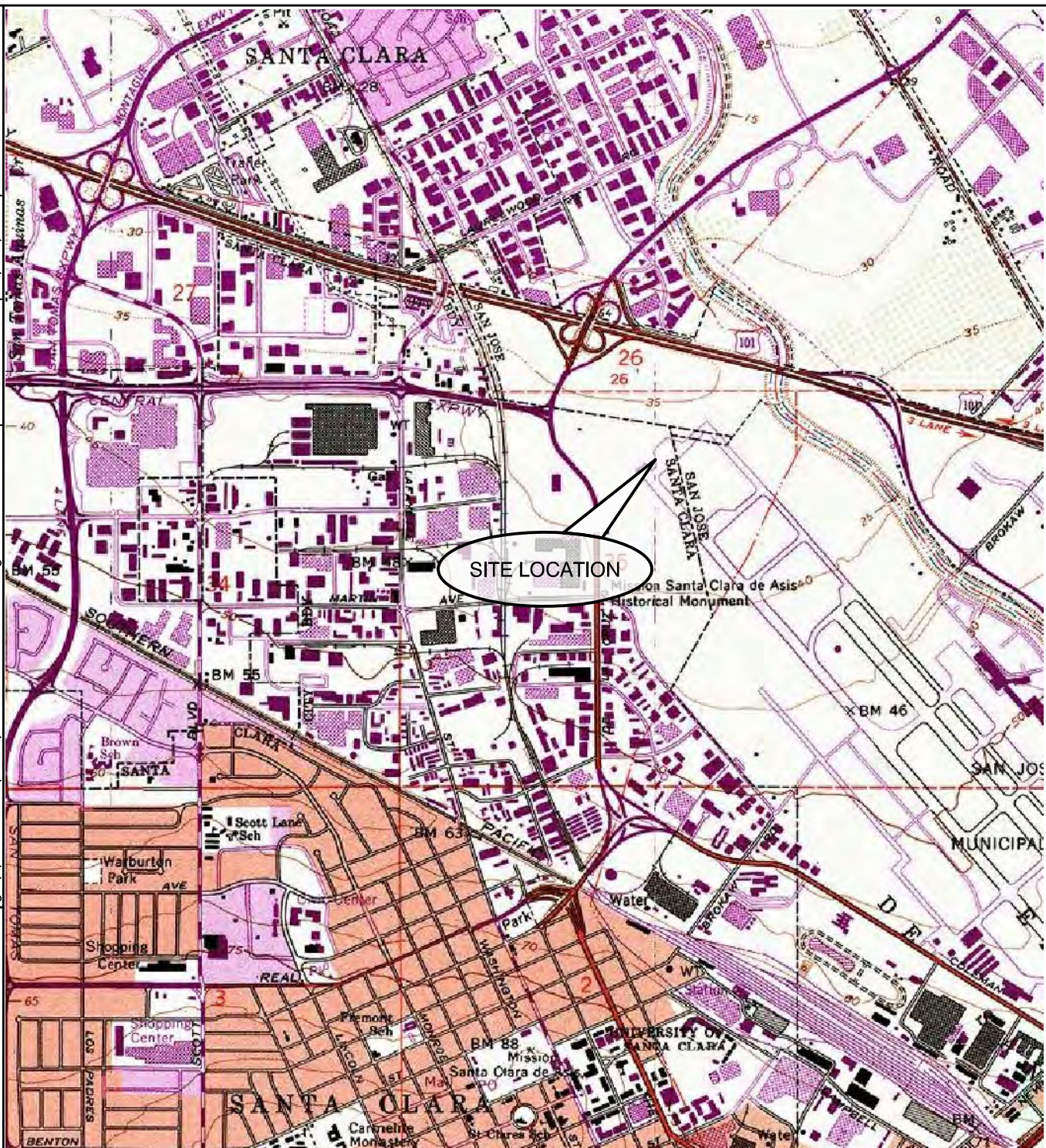
Administrative Office of the Courts
(Agency)

Jerome Ripperda
Printed Name/Title

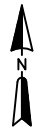
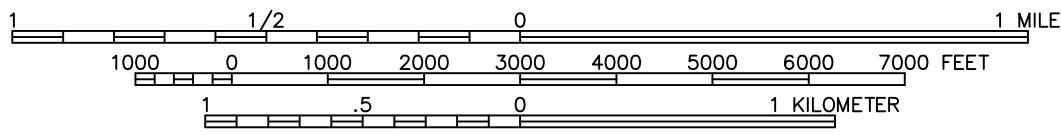
26 March 2010
Date

Figures

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Drawn By: J. Estrada
Date: 12/30/09
Project No. 0061285.216



SCALE 1:24,000



References:
TOPO!® Software
U.S.G.S. 7.5 Minute Series (Topographic) Quadrangle,
San Jose West, California
Dated: 1980

Figure 1
Site Vicinity Map
Santa Clara Family Resources Courthouse
San Jose, California

**PROPOSED
PROJECT SITE
OPTION 2
(EXPANDED SITE)**

80,000 SF
(PARCEL 56)

EXISTING
PARKING
(PARCEL 60)

LANDMARK
BUILDING
(PARCEL 58)

VTA PARCEL
(PARCEL 57)

NORTH MARKET STREET
(100' WIDE)

DEVINE STREET
(60' WIDE)

NORTH FIRST STREET
(60' WIDE)

WEST SAINT JAMES STREET
(60' WIDE)

0 80
Approx. Scale (feet)



Figure 2
Site Plan
Santa Clara Family Resources Courthouse
San Jose, California



Figure 3
Proposed Site Layout
Santa Clara Family Resources Courthouse
San Jose, California



Aerial Photo Source: © 2007 Google Earth Pro
Ver 5.0.11337.1968

0 600
Approx. Scale (feet)



Note:
Not Shown: Superior Court Sunnyvale Courthouse

Figure 4
*Superior Court's Currently Leased Facilities
in Downtown San Jose and Vicinity
Santa Clara Family Resources Courthouse
San Jose, California*

Appendix A
Proposed Site Diagrams

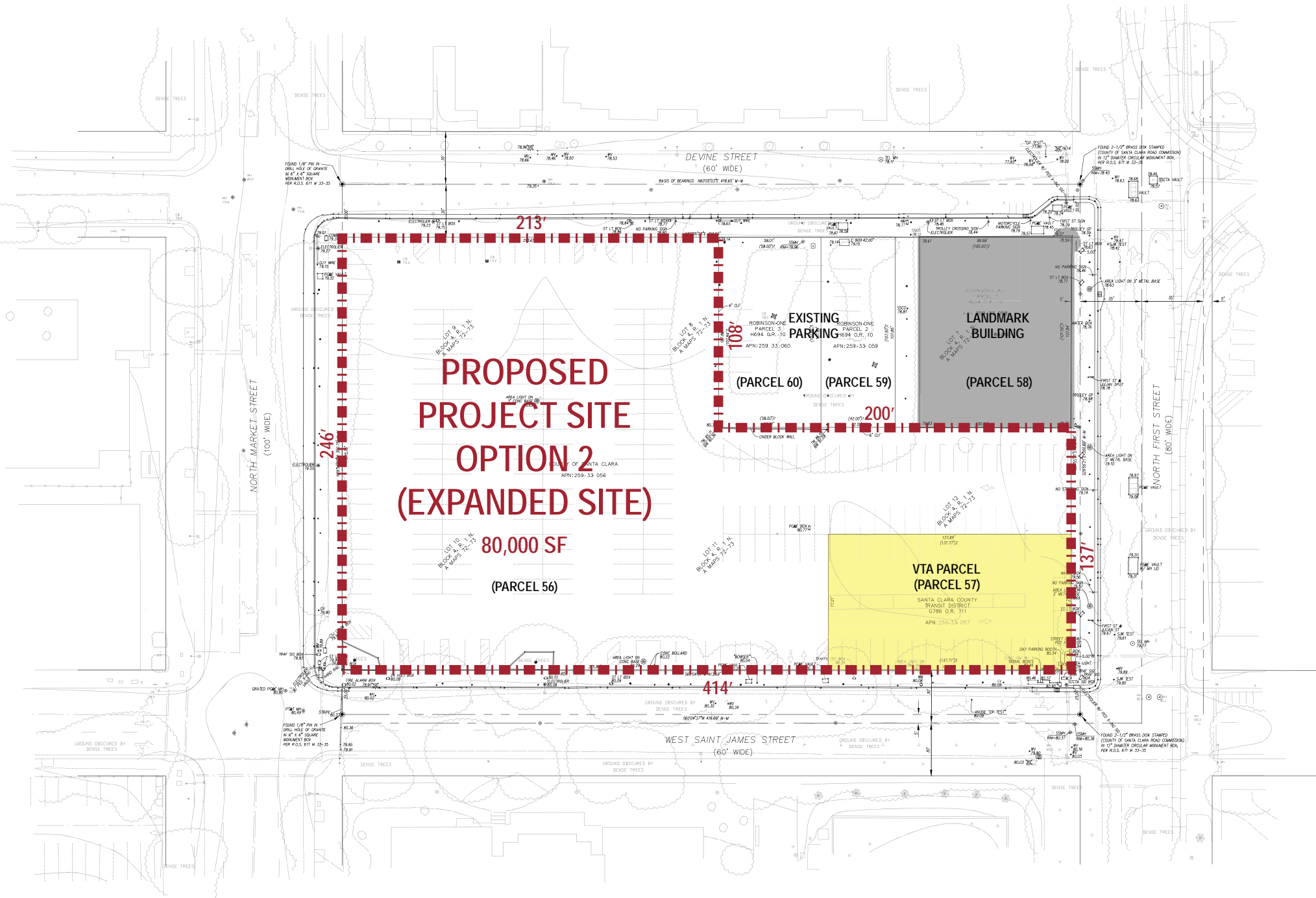


Figure 2. Site Plan

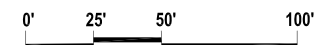




Figure 3. Site Layout



Appendix B
LEED Checklist



LEED 2009 for New Construction and Major Renovation

Project Checklist

Project Name _____

Date _____

Sustainable Sites Possible Points: 26

Y	N	?			
Y			Prereq 1	Construction Activity Pollution Prevention	
			Credit 1	Site Selection	1
			Credit 2	Development Density and Community Connectivity	5
			Credit 3	Brownfield Redevelopment	1
			Credit 4.1	Alternative Transportation—Public Transportation Access	6
			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
			Credit 4.4	Alternative Transportation—Parking Capacity	2
			Credit 5.1	Site Development—Protect or Restore Habitat	1
			Credit 5.2	Site Development—Maximize Open Space	1
			Credit 6.1	Stormwater Design—Quantity Control	1
			Credit 6.2	Stormwater Design—Quality Control	1
			Credit 7.1	Heat Island Effect—Non-roof	1
			Credit 7.2	Heat Island Effect—Roof	1
			Credit 8	Light Pollution Reduction	1

Water Efficiency Possible Points: 10

Y	N	?			
Y			Prereq 1	Water Use Reduction—20% Reduction	
			Credit 1	Water Efficient Landscaping	2 to 4
			Credit 2	Innovative Wastewater Technologies	2
			Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere Possible Points: 35

Y	N	?			
Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
			Credit 1	Optimize Energy Performance	1 to 19
			Credit 2	On-Site Renewable Energy	1 to 7
			Credit 3	Enhanced Commissioning	2
			Credit 4	Enhanced Refrigerant Management	2
			Credit 5	Measurement and Verification	3
			Credit 6	Green Power	2

Materials and Resources Possible Points: 14

Y	N	?			
Y			Prereq 1	Storage and Collection of Recyclables	
			Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
			Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
			Credit 2	Construction Waste Management	1 to 2
			Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	N	?			
			Credit 4	Recycled Content	1 to 2
			Credit 5	Regional Materials	1 to 2
			Credit 6	Rapidly Renewable Materials	1
			Credit 7	Certified Wood	1

Indoor Environmental Quality Possible Points: 15

Y	N	?			
Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
			Credit 1	Outdoor Air Delivery Monitoring	1
			Credit 2	Increased Ventilation	1
			Credit 3.1	Construction IAQ Management Plan—During Construction	1
			Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
			Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
			Credit 5	Indoor Chemical and Pollutant Source Control	1
			Credit 6.1	Controllability of Systems—Lighting	1
			Credit 6.2	Controllability of Systems—Thermal Comfort	1
			Credit 7.1	Thermal Comfort—Design	1
			Credit 7.2	Thermal Comfort—Verification	1
			Credit 8.1	Daylight and Views—Daylight	1
			Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process Possible Points: 6

Y	N	?			
			Credit 1.1	Innovation in Design: Specific Title	1
			Credit 1.2	Innovation in Design: Specific Title	1
			Credit 1.3	Innovation in Design: Specific Title	1
			Credit 1.4	Innovation in Design: Specific Title	1
			Credit 1.5	Innovation in Design: Specific Title	1
			Credit 2	LEED Accredited Professional	1

Regional Priority Credits Possible Points: 4

Y	N	?			
			Credit 1.1	Regional Priority: Specific Credit	1
			Credit 1.2	Regional Priority: Specific Credit	1
			Credit 1.3	Regional Priority: Specific Credit	1
			Credit 1.4	Regional Priority: Specific Credit	1

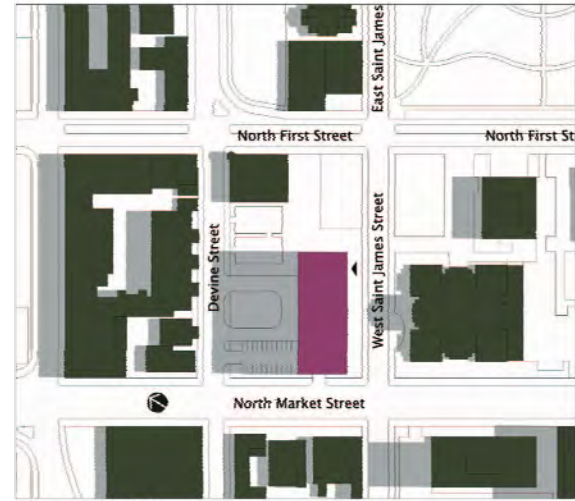
Total Possible Points: 110

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

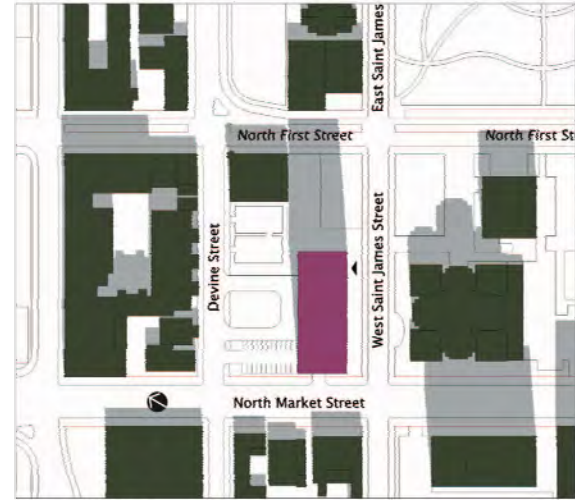
Appendix C
Solar Study



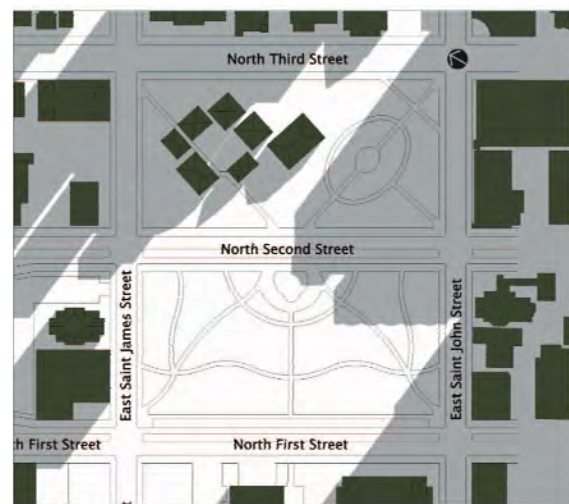
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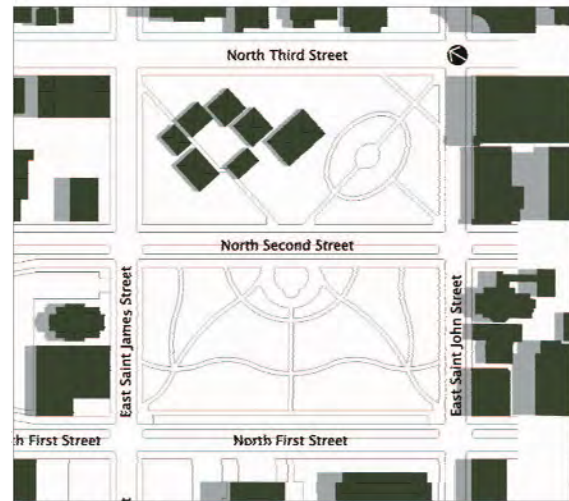
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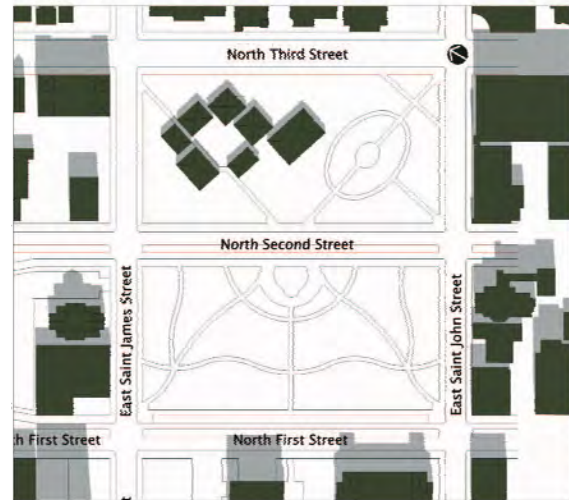
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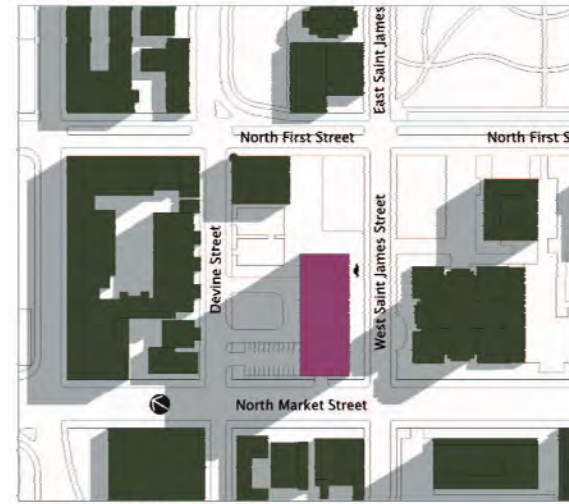
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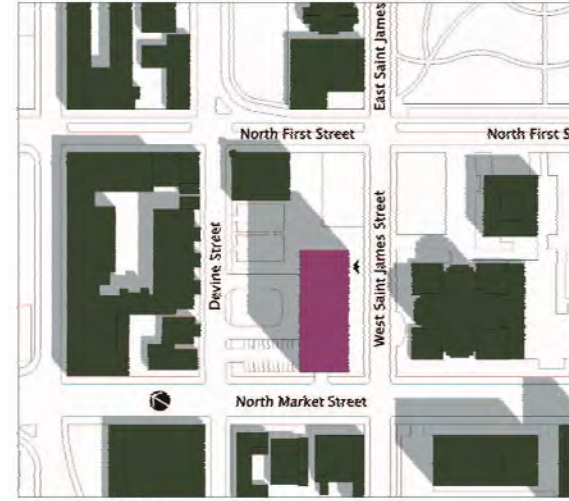
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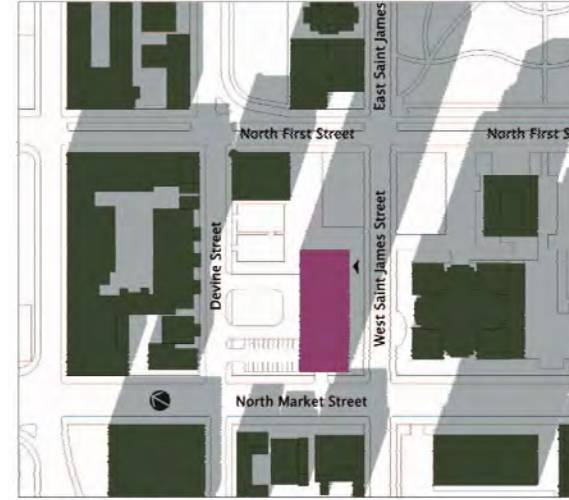
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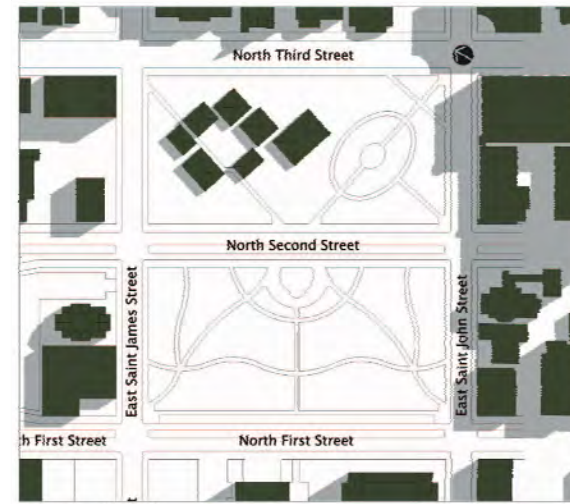
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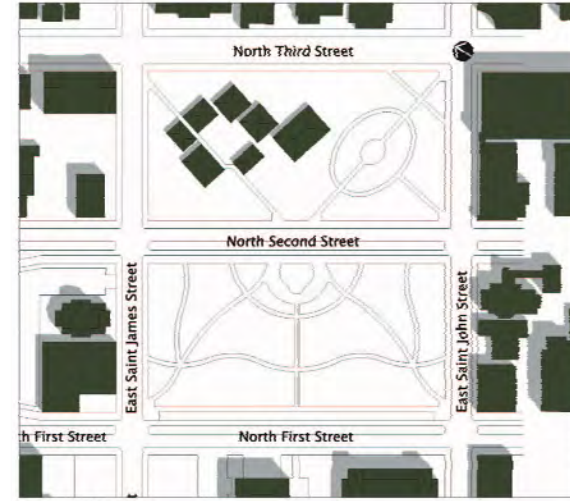
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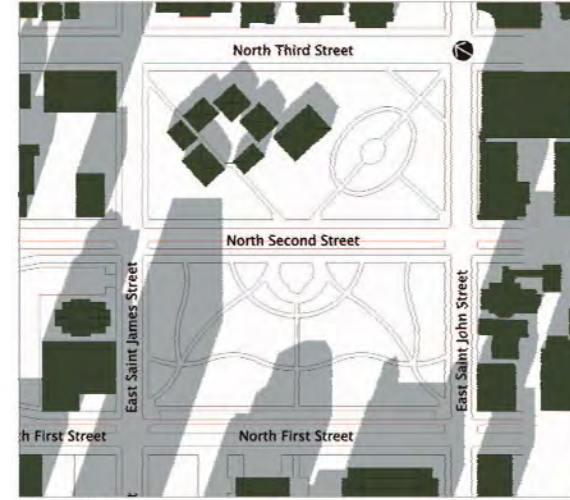
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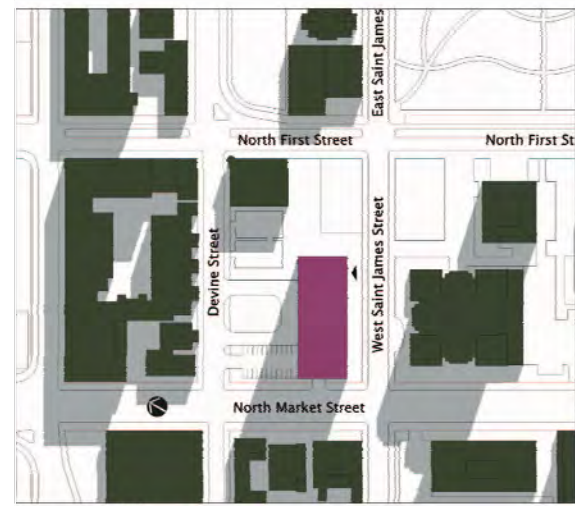


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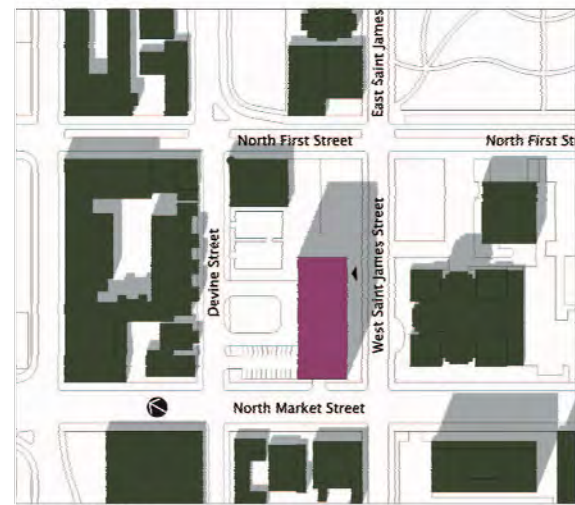
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Courthouse Site Solar Study Option A - March and September 21
San Jose CEQA
San Jose, California



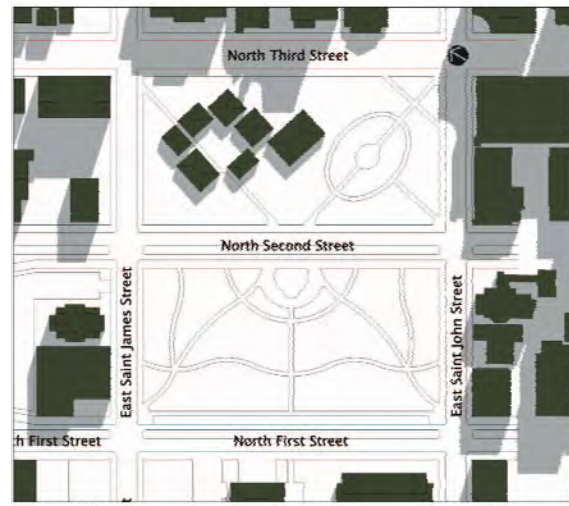
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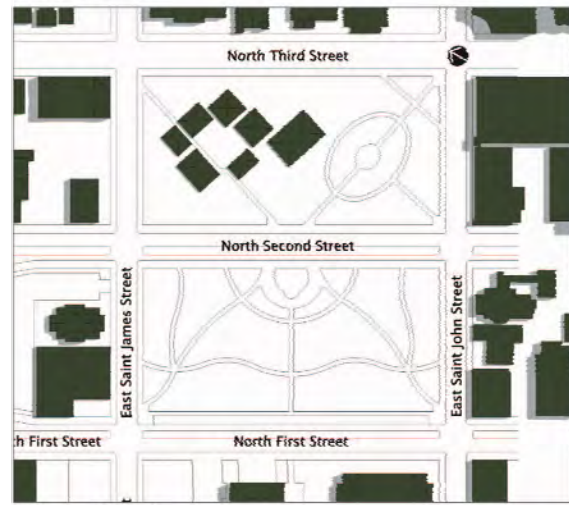
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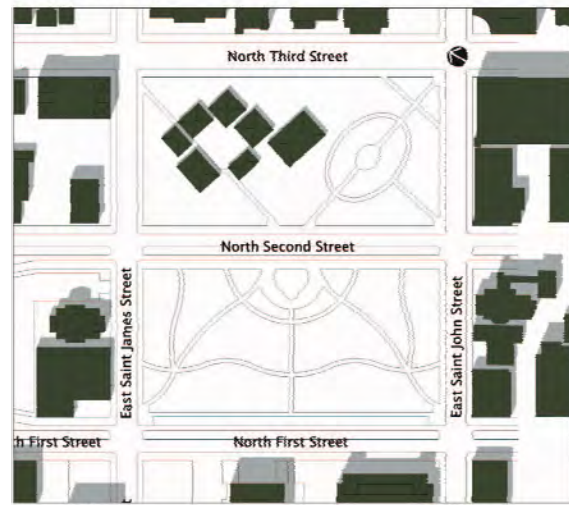
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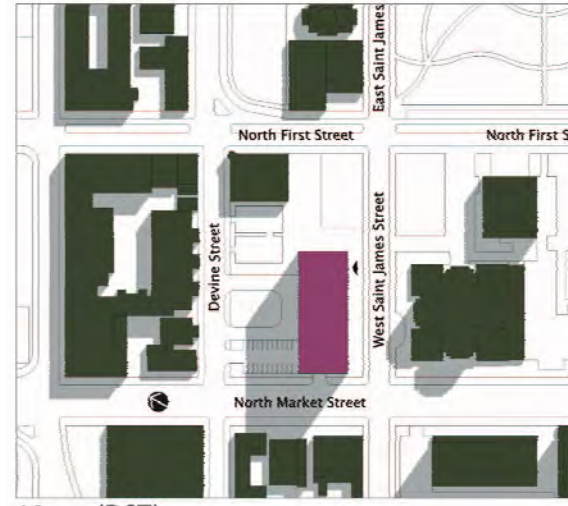
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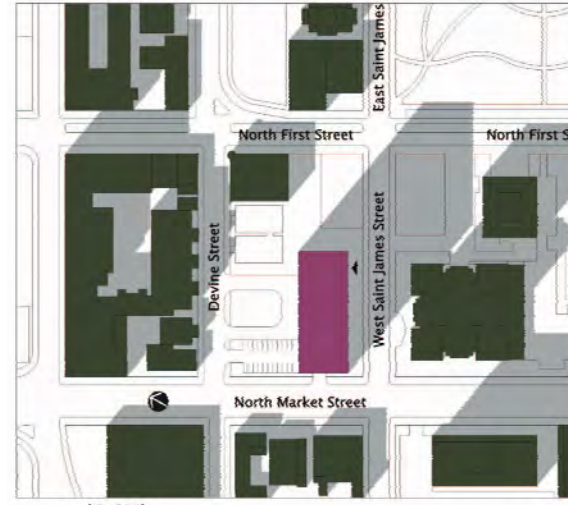
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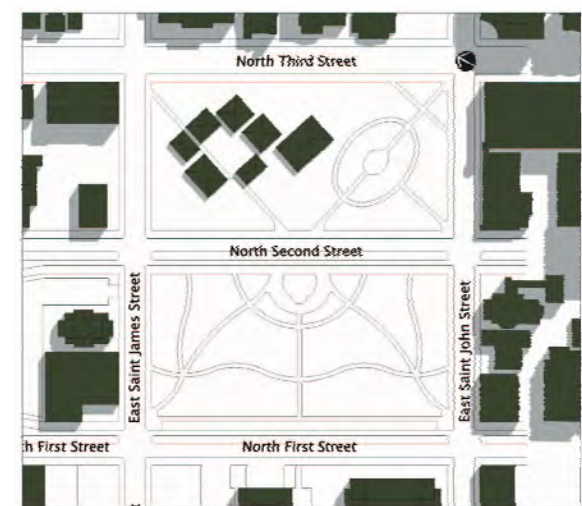
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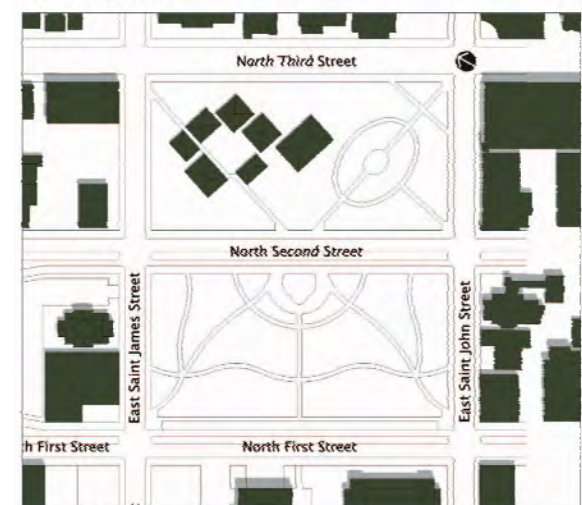
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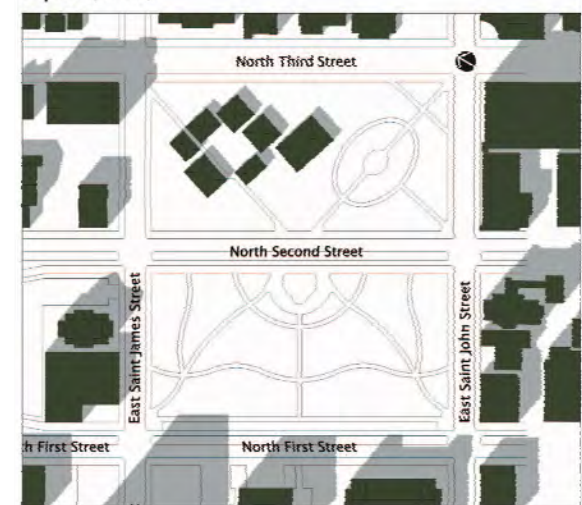
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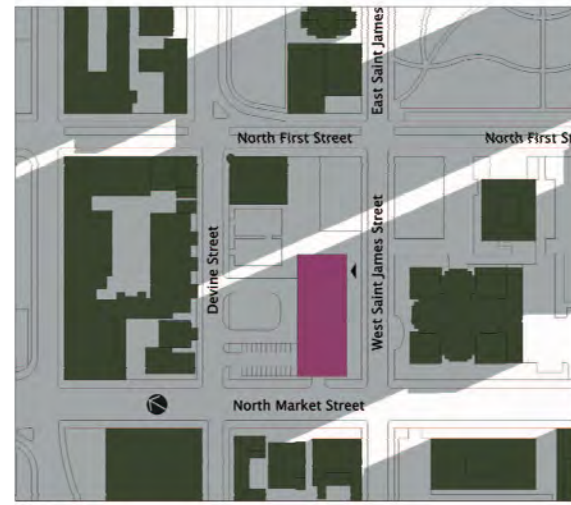


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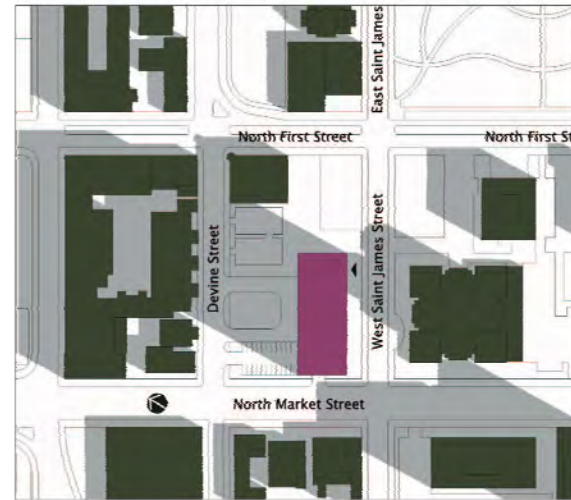


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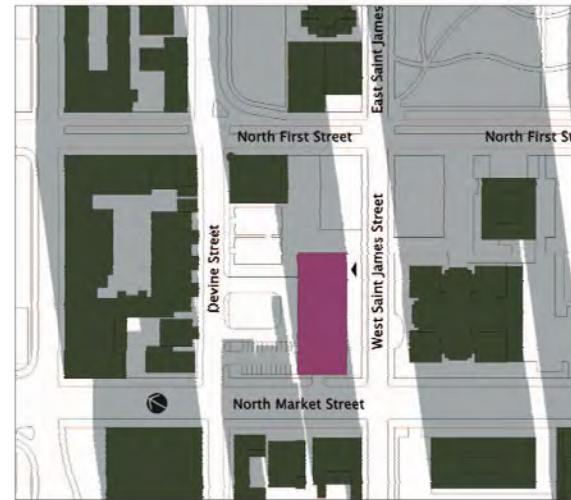
Figure 2
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San Jose CEQA
San Jose, California



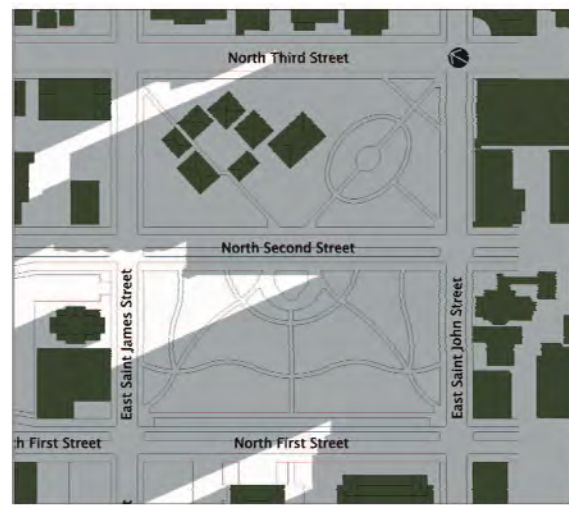
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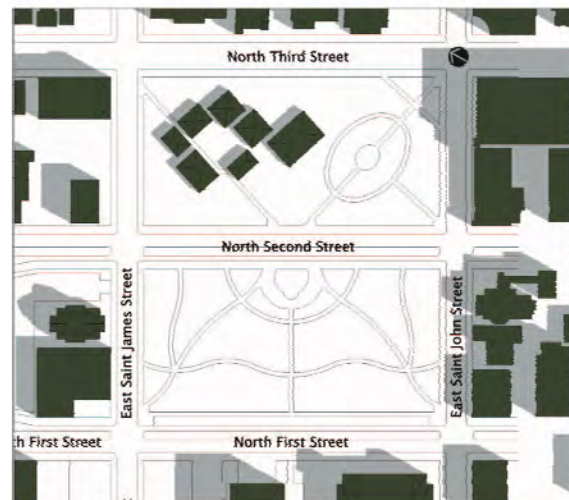
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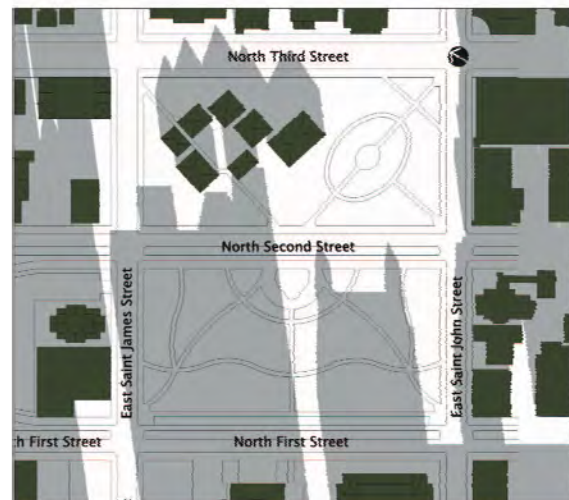
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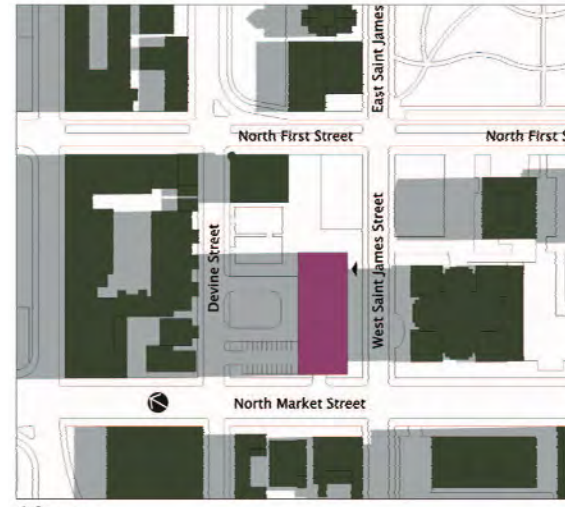
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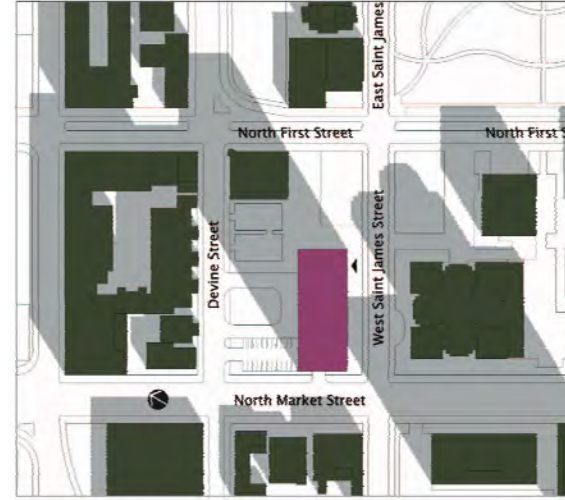
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4 pm



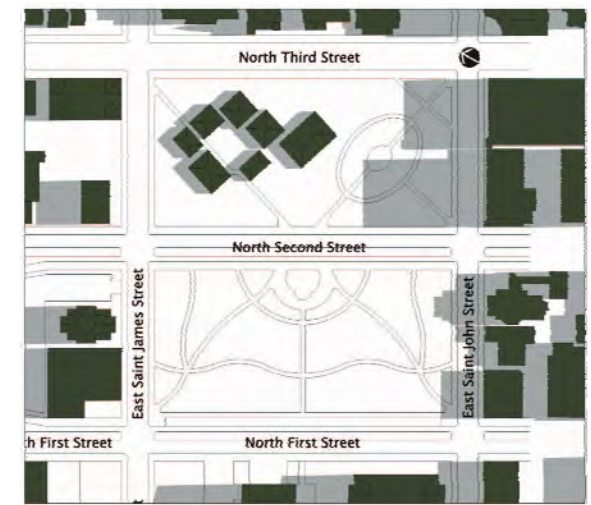
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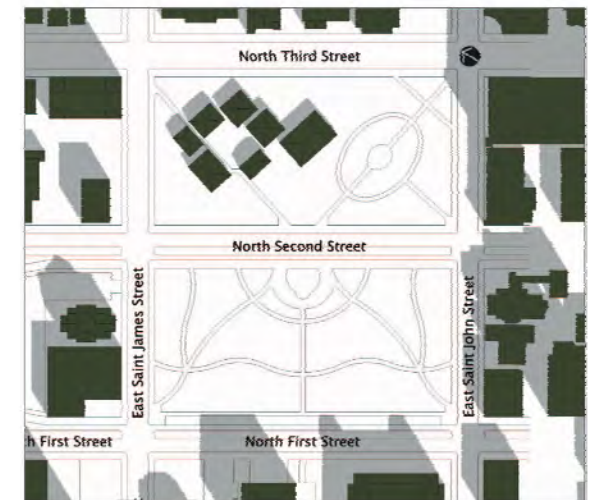
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4:48 pm (sunset)



10 am



2 pm



4:48 pm (sunset)

Figure 3
Courthouse Site Solar Study Option A - December 21
San Jose CEQA
San Jose, California

Appendix D
Air Quality Data

BAAQMD CEQA GUIDELINES
Assessing the Air Quality Impacts
of Projects and Plans

Prepared by the Planning and Research Division of the
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

December, 1999

This document is intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The GUIDELINES include information on legal requirements, BAAQMD rules, plans and procedures, methods of analyzing air quality impacts, thresholds of significance, mitigation measures, and background air quality information. Copies and updates are available from the BAAQMD Public Information Office at (415) 749-4900. Questions on content may be addressed to the BAAQMD's Planning and Transportation Section at (415) 749-4995.

Ellen Garvey - Air Pollution Control Officer
Peter Hess - Deputy Air Pollution Control Officer
Thomas Perardi - Director, Planning & Research Division
Jean Roggenkamp - Manager, Planning and Transportation Section

3. Local Plan Impacts Associated with Odors and Toxics. For local plans to have a less than significant impact with respect to potential odors and/or toxic air contaminants, buffer zones should be established around existing and proposed land uses that would emit these air pollutants. Buffer zones to avoid odors and toxics impacts should be reflected in local plan policies, land use map(s), and implementing ordinances (e.g., zoning ordinance). Refer to the discussion regarding project operations impacts related to odors, toxics and accidental releases for guidance in establishing buffer zones in local plans.

2.4 Project Screening

It sometimes may be evident to the Lead Agency that an EIR will be required for a project. In such cases the Lead Agency may forgo preparing an Initial Study and immediately begin preparing an EIR (State CEQA Guidelines, Section 15060(c)). In many cases, however, the Lead Agency will need to prepare an Initial Study to determine whether any of the thresholds of significance discussed in this chapter would be exceeded. Chapter 3 provides guidance on how to assess the air quality impacts of a proposed project.

For one of the thresholds of significance (total emissions from project operations), project screening may provide a simple indication of whether a project may exceed the threshold. The Lead Agency may consult Table 6 for an indication as to whether the threshold for total emissions from project operations might be exceeded. Table 6 provides size or activity levels for various types of land uses which, based on default assumptions, would result in mobile source emissions exceeding the District's threshold of significance for NO_x (80 lbs/day). The values provided in Table 6 are based on average, default assumptions for modeling inputs using the URBEMIS7G model (described in Section 3.4).¹⁰ Therefore, the values in Table 6 represent approximate sizes of projects for which total emissions may exceed the threshold. The values should be used only for project screening, and should not be considered absolute thresholds of project significance. Projects approaching or exceeding the levels indicated in Table 6 should undergo a more detailed analysis, as described in Chapter 3. The District recommends that a more detailed analysis be conducted for any project whose size is within 20% of the values indicated in Table 6. The District generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting.

¹⁰ The values were calculated using the URBEMIS7G model based on default assumptions for the SF Bay Area:

- Emission factors based on EMFAC7G.
- Average speed of 30 mph and URBEMIS7G default trip lengths.
- Analysis year of 2000.
- Trip generation rates as indicated in table.

The total number of trips for projects with potentially significant impacts varies somewhat between land uses. This is primarily because different land uses generate different distributions of trip type (e.g., home to work, home to shop, etc.) with varying percentages of cold and hot starts.

The Lead Agency should note that Table 6 only addresses one threshold of significance. There are other air quality issues, such as high CO concentrations, odors, toxics and cumulative impacts, that must be considered when evaluating a project's potential for causing adverse air quality impacts. Depending on the nature of the project and local conditions, a project below the values in Table 6 could still cause an adverse air quality impact.

**TABLE 6
PROJECTS WITH POTENTIALLY SIGNIFICANT EMISSIONS**

Land Use Category	Trip Generation Rate*	Size of Project Likely to Generate 80 lb/day NOx
<u>Housing</u>		
Single Family	9.4/d.u.	320 units
Apartments	5.9/d.u.	510 units
<u>Retail</u>		
Discount Store	48.3/1000 sq.ft.	87,000 sq.ft.
Regional Shopping Center	96.2/1000 sq.ft.	44,000 sq.ft.
Supermarket	178/1000 sq.ft.	24,000 sq.ft.
<u>Office</u>		
General Office	10.9/1000 sq.ft.	280,000 sq.ft.
Government Office	68.9/1000 sq.ft.	55,000 sq.ft.
Office Park	12.8/1000 sq.ft.	210,000 sq.ft.
Medical Office	37.1/1000 sq.ft.	110,000 sq.ft.
<u>Other</u>		
Hospital	13.8/1000 sq.ft.	240,000 sq.ft.
Hotel	8.7/room	460 rooms

* Trip rates for many land uses will vary depending upon size of project. See latest edition of Trip Generation, Institute of Transportation Engineers.

Appendix E
Cultural Resources Search

Final

**Cultural Resources Report for the Santa Clara
Family Resources Courthouse, City of San
Jose, Santa Clara County**

Prepared for:

Administrative Office of the Court
280 South First St
San Jose, CA 95113
408/535-5364

Prepared by:

ICF Jones & Stokes
620 Folsom Street, Suite 200
San Francisco, CA 94107
Contacts: Alisa Reynolds and Joanne Grant, RPA
415/677-7178

This report contains confidential cultural resources location information; report distribution should be restricted to those with a need to know. Cultural resources are nonrenewable, and their scientific, cultural, and aesthetic values can be significantly impaired by disturbance. To deter vandalism, artifact hunting, and other activities that can damage cultural resources, the locations of cultural resources should be kept confidential. The legal authority to restrict cultural resources information is in California Government Code 6254.10.

December 2009

ICF Jones & Stokes. 2009. Cultural Resources Report for the Santa Clara Family Resources Courthouse,
City of San Jose, Santa Clara County. Final. December. (ICF J&S 00500.09) San Francisco, CA.
Prepared for Administrative Office of the Court, San Jose, CA.

Summary of Findings

The Administrative Office of the Courts (AOC) proposes to construct a new Santa Clara Family Resources Courthouse on a project site located in the City of San Jose, near the intersection of North Market and Devine Streets, for use by the Superior Court of California, County of Santa Clara (Superior Court). The purpose of the Santa Clara Family Resources Courthouse project (the Project) is to replace the five existing leased facilities and consolidate the services into a new courthouse facility for the Superior Court.

This report is being prepared for California Environmental Quality Act (CEQA) review in an effort to determine the potential for the proposed project to result in a significant impact under CEQA. CEQA requires a project proponent to identify significant historical and archeological resources that may be affected by the project, assess the significance of the impacts on these resources, and identify ways to avoid or reduce significant impacts.

In an attempt to identify archaeological and historic architectural resources within the project study area, ICF Jones & Stokes archaeologists and architectural historians conducted pre-field research that included a literature search for previously recorded resources, correspondence with the California Native American Heritage Commission (NAHC), local Native American representatives, and other interested parties, and pedestrian surveys of the study area for archaeological and architectural resources (during July 2009).

For the purposes of this study, ICF Jones & Stokes identified and assessed impacts of the Project to one (1) historic property (Moir Building/St. James Hotel) within the study area and one (1) historic district (St. James Square Historic District, see Figure 4) adjacent to the study area. Both the historic district and the individual property are formally listed in the NRHP. A more detailed discussion of these resources is included in Section 4.

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Acronyms and Abbreviations

AOC	Administrative office of the courts
BGSF	Building Gross Square Feet
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
cm	centimeters
CRHR	California Register of Historical Resources
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
OHP	Office of Historic Preservation
PRC	Public Resources Code
proposed project	Santa Clara Family Resources Courthouse, City of San Jose, Santa Clara County
SHPO	State Historic Preservation Officer
USGS	U.S. Geological Survey

1.1 Introduction

The Administrative Office of the Courts (AOC) proposes to construct a new courthouse on the project site located in the City of San Jose, near the intersection of North Market and Devine Streets, for use by the Superior Court of California, County of Santa Clara (Superior Court). The purpose of the Santa Clara Family Resources Courthouse project (the Project) is to replace the five existing leased facilities and consolidate the services into a new courthouse facility for the Superior Court.

ICF Jones & Stokes prepared this Cultural Resources Evaluation Report in support of the proposed Santa Clara County, City of San Jose, in Santa Clara County, California (Figures 1 and 2), in an effort to assess the potential for the proposed project to result in a significant impact under CEQA.

The Administrative Office of the Courts (AOC) proposes to construct a new Santa Clara Family Resources Courthouse on the project site for use by the Superior Court of California, County of Santa Clara (Superior Court). The AOC proposes to acquire two parcels with an existing parking lot, consolidate the parcels, remove the parking lot, construct a new 22-courtroom courthouse on the consolidated parcels, and operate the courthouse for the Superior Court. The new courthouse will replace the existing leased facilities, shown in Table 1, to consolidate existing services into one building. Figure 1 provides a site vicinity map.

Table 1. Superior Court's Leased Facilities in Downtown San Jose

Facility	Address	Function	Notes
Superior Court Administration	111 W. St. John Street	Office space	10,577 BGSF
Terraine Courthouse	115 Terraine Street	Drug Court	44,680 BGSF with 10 courtrooms
Family Court	170 Park Center Plaza	Family Court	29, 703 BGSF with 6 courtrooms
Notre Dame Courthouse	99 Notre Dame Avenue		14,004 BGSF with 2 courtrooms
Probate Investigators	111 W. St. John Street	Office space	4,442 BGSF
BGSF - building gross square feet			

Project Purpose and Description

The purpose of the Santa Clara Family Resources Courthouse project (the project) is to replace the five existing leased facilities and consolidate the services into a new courthouse facility for the Superior Court. The project's objectives are to:

- Consolidate judicial operations from other facilities into one facility;
- Replace outdated, worn, and undersized buildings;
- Relieve the Court's current shortage of space; and
- Provide space for new judicial services and improved facilities with better internal security and access for judicial staff and the public.

Project Characteristics

The Santa Clara Family Resources Courthouse will be a seven-story building plus a roof-top machinery room with a total height of approximately 120 feet. The proposed courthouse will have approximately 195,000 building gross square feet (BGSF) and will house the following departments:

- Family Court (10 Courtrooms);
- Juvenile Dependency Court (4 Courtrooms);
- Drug Court (6 Courtrooms);
- Probate;
- Civil Grand Jury;
- Court Administration, Human Resources, and Finance,
- Family Court Services;
- Court Settlement Unit;
- Child Waiting;
- Self-Help Center;
- In-Custody Central Holding;
- Sheriff's Operation Office; and
- Juvenile Dependency, Drug Court, and Family Court Justice Partners.

The AOC's siting of the proposed courthouse links with St. James Park, the Downtown Superior Court Courthouse, and Historic Courthouse. It includes two intersecting building wings—The first wing has a two-story open plaza with three stories above the plaza, and the second wing is a seven-story courtroom block. The new courthouse will face West St. James Street to the southeast and the main entrance to will be located near the intersection of West St. James Street and North 1st Street on the western side of the site. The entrance will be at the center of the lower bar, aligned with cross-axis of the courthouses on the opposite side of St. James Street.

The first wing will house public functions such as the Clerks, Family Court Services and Justice Partners. The second wing will include courtrooms, administrative functions, and a mechanical equipment penthouse.

The courthouse will include approximately 35 surface parking spaces for judicial officers and court executives, 18 secured parking spaces in the building's basement and a secured basement sallyport (secure passageway or tunnel) for transport of in-custody detainees. The facility will not have parking for

the public, jurors, or most of the Superior Court’s staff. The basement parking and sallyport will be provided with a driveway entrance on Devine Street and exit on North Market Street. Detainee Buses will travel to the site via the Julian Exit from State Route 87 to St. James Street, North First Street, and Devine Street. Buses will exit the sallyport onto North Market Street.

Existing landscaped areas along the perimeter of the site will be retained where possible. Additional landscaping will be provided around the new courthouse.

The proposed project works in tandem with the various design guidelines, with the lower component being the portion in the St. James Historic District. While it is between 5-10 feet over the prescribed height limit for the Historic District, it promotes interaction with the park and creates open space on the site as prescribed by the design guidelines.

Project Location

The project site is located in downtown San Jose in Santa Clara County, California approximately 0.2 miles northeast of State Route 87 (Guadalupe Parkway) and 1.0 miles northwest of Interstate 280. North Market Street, West St. James Street, North First Street, and Devine Street border the project site. The site is immediately northwest of the existing Historic Courthouse and Downtown Superior Court Courthouse, and west of the Historic St. James Park and the St. James Square Historic District (District).

The General Plan designates the southeastern corner of the project as within an “Area of Historic Sensitivity.” Therefore, in addition to a planning permit, the project must conform to the City’s guidelines for the St. James Square Historic District and may require Historic Landmarks Commission review.

1.2 Regulatory Setting

Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance. Numerous laws, regulations, and statutes, on both the federal and state levels seek to protect and target the management of cultural resources. Since federal and California state evaluation criteria for cultural resources are generally consistent, an application of one set of criteria essentially conforms to the other.

State Regulations

CEQA and Cultural Resources

CEQA applies to all discretionary projects undertaken or subject to approval by the State’s public agencies (California Code of Regulations [CCR] 14(3) §15002(i). CEQA states that it is the policy of the State of California to:

take all action necessary to provide the people of the state with...historic environmental qualities...and preserve for future generations examples of the major periods of California history (California Public Resources Code [PRC] §21001(b), (c). A project with an effect that may cause

a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (CCR 14(3) §15064.5(b)).

The CEQA Statute and Guidelines include procedures for identifying, analyzing, and disclosing potential adverse impacts to historical resources, which include all resources listed in or formally determined eligible for listing in the CRHR or local registers.

CEQA requires that historical resources, which include architectural resources and prehistoric and historic-era archaeological resources, be taken into consideration during the CEQA planning process (CCR 14.3 §15064.5; PRC §21083.2. If feasible, adverse effects to historical resources must be avoided, or the effects mitigated (CCR 14(3) §15064.5 (b)(4). The significance of an historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for the CRHR.

California Public Resources Code

As part of the determination made pursuant to §21080.3 the lead agency shall determine whether the project may have a significant effect on archaeological and historical resources.

CEQA defines a “historical resource” as a resource that meets any of the following criteria:

- A resource listed in, or determined to be eligible for listing in, the CRHR (PRC §5024.1, CCR 14.3, §4850 et seq.);
- A resource included in a local register of historical resources, as defined in PRC§ 5020.1(k);
- A resource identified as significant (e.g., rated 1-5) in a historical resource survey meeting the requirements of PRC §5024.1(g); or
- Determined to be a historical resource by a project’s lead agency, as defined in PRC §5020.1(j) or §5024.1 (CCR 14.3 §15064.5(a)(4).

Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource (CCR 14.3 §15064.5(a)(3).

If the cultural resource in question is an archaeological site, CEQA requires that the lead agency first determine if the site is a historical resource as defined in the CCR 14.3 §15064.5[a]). If the site qualifies as a historical resource, potential adverse impacts must be considered in the same manner as a historical resource. If the archaeological site does not qualify as a historical resource but does qualify as a unique archaeological site, then the archaeological site is treated in accordance with PRC §21083.2.

CEQA defines a “unique archaeological resource . . . [as] an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets one or more of the following criteria:

- 1.) Contains information needed to answer important scientific research questions, and that there is a demonstrable public interest in that information.

- 2.) Has a special and particular quality, such as being the oldest of its type or the best available example of its type.
- 3.) Is directly associated with a scientifically recognized important prehistoric or historic event or person” (PRC §21083.2[g]).

If an impact to a historical resource or unique archaeological resource is significant, CEQA requires feasible measures to minimize the impact. Mitigation of significant impacts must lessen or eliminate the physical impact that the project will have on the resource. Generally, the use of drawings, photographs, and/or displays does not mitigate the physical impact on the environment caused by demolition or destruction of a historical resource. However, CEQA requires that all feasible mitigation be undertaken even if it does not mitigate impacts to a less than significant level.

California Register of Historical Resources

The CRHR is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject CEQA. The CRHR helps government agencies identify and evaluate California’s cultural resources, and indicates which properties are to be protected, to the extent prudent and feasible, from substantial adverse change (PRC §5024.1(a). Any resource listed in, or eligible for listing in, the CRHR, is to be considered during the CEQA process.

A cultural resource is evaluated under four CRHR criteria to determine its historical significance. A resource must be significant in accordance with the one or more of the following criteria (as defined in §15064.5[a] [3]):

- 1.) Is associated with events that have made a significant contribution to the broad pattern of California’s history and cultural heritage;
- 2.) Is associated with the lives of persons important in our past;
- 3.) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4.) Has yielded, or may be likely to yield, information important in prehistory or history.

CRHR criteria are tied to CEQA, as any resource that meets the above criteria, and retains sufficient historic integrity (see criteria below), is considered an historical resource under CEQA.

In addition to meeting one or more of the above criteria, the CRHR requires that sufficient time must have passed to allow a “scholarly perspective on the events or individuals associated with the resource.” Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource (CCR 14(11.5) §4852 (d)(2). The OHP recommends documenting, and taking into consideration in the planning process, any cultural resource that is 45 years or older (OHP 1995).

The CRHR also requires an eligible resource to possess integrity, which is defined as “the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association”.

Resources that are significant, meet the age guidelines, and possess integrity will generally be considered eligible for listing in the CRHR.

Historic Districts

Historic resources may also be classified as historic districts. Under Public Resources Code section 5020.1, subdivision (h), a *historic district* means a definable, unified geographic entity that possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. The CRHR defines *district* similarly as a geographic area which possesses a significant concentration, linkage, or continuity of sites, buildings, areas, structures, or objects which are united historically, culturally, or aesthetically by plan, history, or physical development. For purposes of the regulations, this term is interchangeable with *Historic District*. (14 CCR 4852 (a).)

Historic districts require nomination to be listed in the CRHR pursuant to PRC section 5024.1(e)(1)-(5). Under section 5024.1, a historic resource nominated for listing, and determined to be significant by the State Historic Resources Commission (SHRC), may include the following:

- Individual historical resources.
- Historical resources contributing to the significance of an historic district under criteria adopted by the SHRC.
- Historical resources identified as significant in qualified historical resources surveys.
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with CRHR criteria adopted by the SHRC.
- Local landmarks or historic properties designated under any municipal or county ordinance. (PRC 5024., subd. (e)(1-5).)

Local Programs

The City of San Jose is a "Certified Local Government" which has authority from the California Office of Historic Preservation to develop and maintain its own historic preservation program. The City's Historic Preservation Ordinance (Municipal Code Chapter 13.48), adopted in 1975, authorizes San Jose to maintain an inventory of historic resources, establish a historic landmarks commission, preserve historic properties using a landmark designation process, require historic preservation permits for additions or alterations to designated City Landmarks or buildings within City Historic Districts, and provide financial incentives through the Historic Property Contracts program.^{1, 2}

The City of San Jose's historic preservation policies and programs are briefly summarized in the following two categories.

¹ San Jose Department of City Planning and Building, 1995. *What is Historic Preservation?* San Jose, California.

² San Jose Department of Planning, Building and Code Enforcement, 2000a. *Incentives for Ownership of a Designated City Landmark*. San Jose, California.

City Landmarks Program

Each of San Jose's City Landmarks "represents a physical connection with significant persons, activities, or events from our past."³ Landmarks may be nominated by the property owner, the City Council, or the City Historic Landmarks Commission. After a landmark is nominated, the City Council sets a date for a public hearing to consider the nomination and requests a recommendation from the Historic Landmarks Commission. The Commission holds a public hearing to consider the proposed landmark, then forwards its recommendation to the City Council. Then, the City Council holds a public hearing at which it approves, approves with modifications, or disapproves the nomination. Once a property is designated a City Landmark, the property owner may be eligible for tax exemptions. Alterations to designated landmarks must be approved by the City's Department of Planning, Building, and Code Enforcement through an Historic Preservation Permit process which includes review and recommendation by the Historic Landmarks Commission.^{4, 5}

San Jose 2020 General Plan Policies

San Jose's general plan reaffirms the City's commitment to preserve its cultural heritage. Policies in the Historic, Archaeological and Cultural Resources sub-section of the General Plan that pertain to Cultural Resources include:

Goal: Preservation of historically and archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity and to enhance the quality of urban living.

Policy 1: Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.

Policy 2: The City should use the Area of Historic Sensitivity overlay and the landmark designation process of the Historical Preservation Ordinance to promote and enhance the preservation of historically or architecturally significant sites and structures.

Policy 3: An inventory of historically and/or architecturally significant structures should be maintained and periodically updated in order to promote awareness of these community resources.

Policy 4: Areas with a concentration of historically and/or architecturally significant sites or structures should be considered for preservation through the creation of Historic Preservation Districts.

Policy 5: New development in proximity to designated historic landmark structures and sites should be designed to be compatible with the character of the designated historic resource. In particular, development proposals located within the Areas of Historic Sensitivity designation should be reviewed for such design sensitivity.

³ San Jose Department of Planning, Building and Code Enforcement, 2000b. *What is a Designated City Landmark?* San Jose, California.

⁴ San Jose Department of Planning, Building and Code Enforcement, 2000a, op. cit.

⁵ San Jose Department of Planning, Building and Code Enforcement, 2001. *Historic Preservation Permit Process.*

Policy 6: The City should foster the rehabilitation of individual buildings and districts of historic significance and should utilize a variety of techniques and measures to serve as incentives toward achieving this end. Approaches which should be considered for implementation of this policy include, among others: Discretionary Alternate Use Policy Number 3, permitting flexibility as to the uses allowed in structures of historic or architectural merit; transfer of development rights from designated historic sites; tax relief for designated landmarks and/or districts; alternative building code provisions for the reuse of historic structures; and such financial incentives as grants, loans and/or loan guarantees to assist rehabilitation efforts.

Policy 7: Structures of historic, cultural or architectural merit which are proposed for demolition because of public improvement projects should be considered for relocation as a means of preservation. Relocation within the same neighborhood, to another compatible neighborhood or to the San Jose Historical Museum should be encouraged.

Policy 8: For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.

Policy 9: Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional and archaeological examination and reburial in an appropriate manner is accomplished.

Policy 10: Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.

Policy 11: The City should encourage the continuation and appropriate expansion of federal and State programs which provide tax and other incentives for the rehabilitation of historically or architecturally significant structures.

1.3 Archaeological Study Area

The archaeological study area consists of absolute boundaries of construction for the proposed project. The construction boundaries include the two parcels comprising the study area, which are currently a parking lot bordered by Devine Street to the north, North 1st Street to the east, St. James Street to the south, and Market Street to the west. The vertical extent of the APE is assumed to conform to the maximum depth of potential construction activities that could occur during project implementation.

1.4 Architectural Study Area

The architectural study area includes the footprint of construction activities for the proposed project and the nearby St. James Square Historic District due to potential for the activity to cause visual effects to the district. The study, therefore, encompasses the two parcels (APN 259-33-56 and APN 259-

33-57) comprising the proposed construction, and extends to the south and southeast to include the St. James Square Historic District.

In addition to the two aforementioned parcels and the Historic District, ICF Jones and Stokes identified seven (7) additional built resources located within general proximity of the study area. Two (2) of these resources are designated city landmarks. The remaining five (5) are historic-era properties that have not been formally evaluated for their historical significance.

The resources are located outside of the designated study area, on the west side of North Market Street, the north side of Devine Street, and the 200 block of North 1st Street. The location of these seven properties provides a spatial buffer (via city streets) between the additional buildings and the study area. Furthermore, the buildings do not comprise a historic district, nor are they contributors to the St. James Historic District. Therefore, these additional buildings were not recorded and evaluated as part of this study. The table below provides additional information.

Table 2. Historic-Era Buildings in Vicinity of Study Area

Resource Type	Address	Name	Year Built	Eligibility Status
Municipal building	201 North Market Street	San Jose Fire Garage	Unknown	Undetermined
Municipal building	225 North Market Street	San Jose Fire Station	Unknown	Undetermined
Commercial building and garage	255 North Market Street	Unknown	Unknown	Undetermined
Single-Family residence (office conversion)	93 Devine Street	Unknown	Unknown	Undetermined
Single-Family residence (office conversion)	79 Devine Street	Unknown	Unknown	Undetermined
Commercial building	255 North 1 st Street	Beatrice Building	c. 1890	Listed on City Register
Commercial building	266 North 1 st Street	Tognozzi Building	c. 1890	Listed on City Register

1.5 Personnel Qualifications

This report was prepared by archaeologists Alisa Reynolds (15 years experience) and Joanne Grant (7 years experience), and architectural historians Madeline Bowen (13 years experience) David Lemon (7 years experience). Ms. Bowen and Mr. Lemon meet the Secretary of Interior's Standard for History and Architectural History.

2.1 Research Methods

Bibliographic references, previous survey reports, historic maps, and archaeological site records pertinent to the study area vicinity were compiled through a records search of the California Historical Resources Information System (CHRIS) in order to identify prior archaeological studies and known cultural resources within a quarter-mile radius of or adjacent to the project APE.

This records search was conducted at the Northwest Information Center (NWIC), Sonoma State University, Rohnert Park, California, on June 11, 2009. The records search included a review of the following:

- Records for previously recorded resources
- Reports of previous studies
- California Historical Landmarks
- The National Register of Historic Places (NRHP)
- The California Register of Historical Resources (CRHR)
- The California Office of Historic Preservation (OHP) Historic Properties Directory

Records Search and Literature Findings

No previously recorded sites were identified within the study area. Sixteen resources were identified within ¼-mile of the study area. Fourteen out of the 16 resources are historic-era buildings (residential, commercial/industrial, and a mixture of both).

One site, CA-SCL-846/H (P-43-1279), contains both prehistoric and historic-era components. The prehistoric component is a cemetery with 49 burial features, burn pits, and minimal habitation debris. The historic component is a historical deposit in two locations (Locus A and Locus B), which consist of a fill layer with mixed construction materials and household goods. It is not known if the deposit is continuous between the two locations. The site was recorded in 2002/2003. See Primary Record P-43-1279 (in Appendix A) for more details.

One site, CA-SCL-876H (P-43-2021), consists of a historic trash scatter identified during a survey in 2006. The primary record for this site is missing from the NWIC files; the detail record form

lists codes AH02 (foundations/structure pads) and AH04 (privies/dumps/trash scatters) as attributes associated with this site.

The 16 resources identified within ¼-mile of the study area are presented in Table 2.

Table 3. Recorded Cultural Resources within ¼-mile of the Study Area

Site Name	Recorded By	Date Rec'd	Site Type	Site Description	Location	Notes
P-43-383	J. Cooper	1979	Historic	First Unitarian Church of San Jose; traditional Transylvania church/ European influence	160 No. 3rd St, San Jose	Site record filled out based on NRHP nominat.; records from SHPO 3/29/79, Ref. E-503
P-43-396	J. Cooper	1979	Historic	City Hall, c. 1804	801 No. 1st St, San Jose	"Oldest structure in San Jose and possibly the oldest dwelling in Nor. CA"
P-43-467	C. Puccinelli	1981	Historic	St. James Square, St. James Park	N. 1st, 2nd, and 3rd Sts between E. St. James and E. St. Johns Sts, San Jose	Ref. E-832, National Register nomination
P-43-646	G. Laffey	1994	Historic	State of California Building (CityTeam Ministries), b. 1948	275 North 1st St, San Jose	Two-story office building with Art Moderne and International elements
P-43-912	G. Laffey	1995	Historic	Dr. Eu's Building, built around 1880	35-39 E. Santa Clara St, San Jose	Three-story brick building; underwent façade alterations in 1936, 1956, & 1964
P-43-913	G. Laffey	1995	Historic	Dr. Eu's [second?] Building, built around 1889	43-49 E. Santa Clara St, San Jose	Three-story brick building; underwent façade renovations around 1913; went from Victorian to Edwardian in appearance

Site Name	Recorded By	Date Rec'd	Site Type	Site Description	Location	Notes
P-43-1212	G. Laffey	1998	Historic	Trujillo Residence, c. 1911	267 W. Julian St, San Jose	One and a half story vernacular residence
P-43-1276	D. Jones	2001	Historic	Vu Bail Bonds Building, b. 1926	153 East Julian St, San Jose	Single story bungalow with Craftsman design elements, significantly altered from its original state
P-43-1494	R. Cartier	2002	Historic	146 North 4th Street, c. 1895	146 N. 4th St, San Jose	Two-story Stick Victorian residence with Italianate influences and spindlework detailing
CA-SCL-846/H (P-43-1279)	H. Ballard	2002	Prehistoric/Historic	Prehistoric: A cemetery with 49 burial features, burn pits, + minimal habitation debris Historic: A deposit (incl. a fill layer w/ mixed construction materials and household goods) in two loci.	Under the Hwy 87 overpass between Bassett St and Ryland St	Locus A is at Bassett St; Locus B is at Ryland St; it is not known if the deposit is continuous between the 2 locations
P-43-1771	C. Duval	2001	Historic	151 W. St. James Street, c. 1875	151 W. St. James St, San Jose	Two-story Italianate Victorian building orig. designed as a residence; was moved + re-modeled in 1895, and renovated again in the 1970s
P-43-1772	B. Bamberg	1999	Historic	299 N. San Pedro (160 W. Julian Street), b. 1940	299 N. San Pedro (160 W. Julian St), San Jose	Industrial use buildings that were renovated in the 1960s to more mixed-use buildings
P-43-1773	B. Bamberg	1999	Historic	196-198 W. Julian Street: two attached buildings in a corner lot, moved to current site 1914-15	196-198 W. Julian St, San Jose	Residences and businesses; original location unknown; remodeled in 1918 and 1928

Site Name	Recorded By	Date Rec'd	Site Type	Site Description	Location	Notes
P-43-1774	B. Bamburg	1999	Historic	276-278 Terraine Street, b. 1910	276-278 Terraine St, San Jose	Two-story commercial building with Mission Revival elements; was remodeled and expanded in 1915 and remodeled through the 1930s-1970s
P-43-1775	B. Bamburg	1999	Historic	181 Devine Street, c. 1872	181 W. Devine St, San Jose	2½- story modified Italianate Victorian residence, converted into law offices in 1984
CA-SCL-876H (P-43-2021)	Archeo-Tec	2006	Historic	Almaden Towers; historic site	25-47 Notre Dame Ave and 220 Carlyle St, San Jose	Primary record for this site is missing from the files; info from NWIC detail record only.

2.2 Previous Studies

The CHRIS records search identified four cultural resources studies that were conducted in the proposed project APE. An additional 72 cultural resources studies have been conducted within a ¼-mile radius of the APE. Copies of the records search maps provided by the NWIC are attached to this report as Appendix A. The four studies conducted within the proposed study area are listed in Table 3.

Table 4. Previous Studies Conducted within the Study Area

S-Number	Title	Author	Year	Location of Survey
4764	An Archaeological Reconnaissance of a building site at the corner of W. St. James and N. 1st Sts, San Jose	M. H. Heicksen (letter report)	1977	Corner of W. St. James and N. 1st Streets, San Jose
5905	Archaeological Resources of Downtown San Jose	J.M. Findlay/ D.M. Garaventa	1983	a regional overview of downtown San Jose
9583	Ecology of the Pre-Spanish San Francisco Bay Area	D.W. Mayfield	1978	regional overview of study area and beyond, covering six counties
24595	Downtown San Jose Historic Resources Survey, Year 2000	F. Maggi et al.	2000	A review of historic-era resources in downtown San Jose

2.3 Native American Correspondence

ICF Jones & Stokes contacted the Native American Heritage Commission (NAHC) on May 6, 2009, requesting that the NAHC search its Sacred Lands File to identify any areas of concern within the study area. The NAHC responded on June 10, 2009, stating that there are no Native American cultural resources listed in the NAHC database within the vicinity of the project. The NAHC provided a list of nine Native American individuals and/or organizations to be contacted regarding the proposed actions.

Letters and maps were sent to the contacts listed by the NAHC on June 29, 2009. The letters were sent to inform the individuals and organizations about the project, to inquire if they know of any unrecorded Native American cultural resources or other areas of concern within or adjacent to the APE, and to solicit comments, questions, or concerns with regard to the project. As of the date of this report, no responses have been received. Appendix A contains all Native American correspondence.

2.4 Historical Society Correspondence

Additionally, on July 30, 2009, ICF Jones & Stokes contacted potentially interested historical societies to inquire if they had any historical information pertinent to the project or concerns regarding the proposed actions. Organizations contacted include the California History Center and Foundation, the California Pioneers of Santa Clara County, History San Jose, the Preservation Action Council of San Jose, the San Jose Historical Landmarks Commission, the Santa Clara County Historical and Genealogical Society, and the Santa Clara County Historical Heritage Commission. Copies of this correspondence can be found in Appendix B of this document.

The following natural and cultural setting for the study area provides the backdrop against which resources are evaluated for inclusion in the CRHR or NRHP. The environment and geomorphology of the region addresses the nature of environmental change, the effects of these changes on the organization of human subsistence and settlement patterns, and the effects that landscape evolution has had on the formation and preservation of the archaeological record. The prehistoric context describes the prehistoric archaeology of the Bay Area and the proposed study area. The ethnohistoric context describes the lifeways, settlement, and subsistence of prehistoric and contact period Native Americans who inhabited the proposed study area. The historic context provides the background for the region and describes the early history of the region and the proposed study area.

3.1 Natural Environment

Geology

The San Francisco Bay Area has undergone significant geological and environmental changes since the earliest prehistoric people inhabited the region. In particular, large-scale environmental processes have resulted in changes in the distribution of plant and animal communities as well as human groups and in turn, their subsistence and settlement patterns (Atwater 1979; Atwater et al. 1977). These changes have also had a dramatic effect on the visibility and preservation of the archaeological record in the Bay Area.

The project site is in the Coast Ranges geomorphic province, characterized in the project vicinity by low rugged mountains and generally narrow northwest-trending valleys. According to published geologic maps, the APE is primarily underlain by Franciscan Complex bedrock, consisting of greenstone (metamorphosed basaltic rocks) mixed with Quaternary-age (less than 2 million years ago) colluvium and scattered areas of artificial fill.

The Franciscan Complex, which forms the heart of the Coast Ranges Province, consists of a mixture of rocks (mélange) originating from a variety of sources, including deep oceanic crust, sediments deposited in trenches, sediments accumulated on the deep ocean floor, and volcanic and sedimentary rocks formed on seamounts (Ferriz and Anderson 2001). Common rocks include basalt, chert, greenstone, and sandstone. Serpentine rock and its parent material, ultramafic rock, are also fairly abundant in the Coast Ranges. Both serpentine and ultramafic rocks are known to contain naturally occurring forms of asbestos, which can be released when the rocks are broken or crushed.

Ethnography

At the time of European contact, the San Francisco Bay Area was occupied by a group of Native Americans whom the ethnographers referred to as the Ohlone or Costanoans. The territory of the Ohlone people extended along the coast from the Golden Gate in the north to just beyond Carmel in the south, and as much as 60 miles inland (see Levy 1978:485).

The specific study area was likely used by the Tamien (also spelt 'Tamyen') subgroup of the Ohlone, who likely held the central Santa Clara Valley along the Guadalupe River from Agnews to the present area of downtown San Jose, and the flat lands westward from the Guadalupe to the present town of Cupertino on Upper Stevens Creek (Milliken 1995:256; cf. C. King 1978). The Tamien language, which is also known as Santa Clara Costanoan, was spoken around the south end of San Francisco Bay and in the lower Santa Clara Valley and seems to have had about 1,200 speakers (Levy 1978:485).

The Ohlone were hunter-gatherers and relied heavily on acorns and seafood. They also exploited a wide range of other foods including various seeds (the growth of which was promoted by controlled burning), buckeye, berries, roots, land and sea mammals, waterfowl, reptiles, and insects. The Ohlone used tule balsams for watercraft, and bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs (Levy 1978:491-493).

Prior to contact, the Ohlone were politically organized by tribelet, each having a designated territory. A tribelet consisted of one or more villages and camps within a territory designated by physiographic features. This type of organization was practically universal in pre-contact California (Kroeber 1962). The office of tribelet chief was inherited patrilineally and could be occupied by a man or a woman. Duties of the chief included: providing for visitors; directing ceremonial activities; and directing fishing, hunting, gathering, and warfare expeditions. The chief served as the leader of a council of elders that functioned primarily in an advisory capacity to the community (Levy 1978).

Ohlone villages typically consisted of four types of structures. Dwellings were generally domed structures with central hearths. They were thatched with tule, grass, or other vegetal material and bound with willow withes. Sweathouses were used by men and women and were usually located along stream banks. A sweathouse consisted of a pit excavated into the stream bank and a thatched portion constructed against the bank. Dance structures were circular or oval in plan and were enclosed by a woven fence of brush or laurel branches standing approximately a meter and a half high. The assembly house was a large, domed, thatched structure that was large enough to accommodate all of the inhabitants of the village (Levy 1978).

The primary trading partners of the Ohlone were most likely the Plains Miwok, the Sierra Miwok, and the Yokuts. Exports from the Ohlone territory included mussels, salt, abalone shells, dried abalone, and *Olivella* shells. The only clearly identified Ohlone import was pinyon nuts, which were obtained from the Yokuts (Levy 1978).

Seven Spanish missions were founded in Ohlone territory between 1777 and 1797. While living within the mission system, the Ohlone commingled with other groups, including Esselen, Yokuts, Miwok, and Patwin. Mission life was devastating to the Ohlone population. It has been estimated that in 1770 when the first mission was established within Ohlone territory, the Native American population numbered around 10,000. It rapidly declined to less than 2,000 by 1832 as a result of introduced diseases, harsh living conditions, and reduced birth rates (Cook 1943, 1943a in Levy 1978:486).

After the secularization of the missions in the 1830s, Indians gradually left the missions. Many went to work as wage laborers on the ranchos, in the mines, and in domestic positions. There was a partial return to aboriginal religious practices and subsistence strategies, but for the most part, the Ohlone culture was greatly diminished (Levy 1978:486-487).

In 1971, descendants of the Costanoan united in a corporate entity, the Ohlone Indian Tribe, and received title to the Ohlone Indian Cemetery where their ancestors who died at Mission San Jose are buried. Today, descendants of the Ohlone still live in the area and many are active in maintaining their traditions and advocating for Native American issues, including federal recognition (Levy 1978:487; see Galvan 1968).

3.2 Prehistory

Prehistoric Background

The present account of the San Francisco Bay Area's prehistory draws from *Chapter 8, Punctuated Culture Change in the San Francisco Bay Area* (Milliken et al. 2007), which is based to a great extent on Fredrickson's (1973, 1974a) synthesis for central California (Moratto 1984). Fredrickson used the Central California Taxonomic System (CCTS) as a point of departure for his model of California prehistory, but moved beyond its cultural historical orientation and placed more emphasis on subsistence and settlement, regional interactions, and development and interplay arising from technological, economic, and ecological aspects.

The Early Holocene (Lower Archaic), calibrated (cal) 8000-3500 B.C.

During the Early Holocene, the Bay Area was occupied by a widespread but sparse population of hunter-gatherers who utilized the millingslab, handstone, and a variety of large, wide-stemmed, and leaf-shaped projectile points. The earliest Bay Area date for a millingstone component, obtained from a discrete charcoal concentration beneath an inverted millingslab in Contra Costa County, is cal 7920 B.C. (Milliken et al. 2007:114). A Metcalf Creek Aspect millingstone site, SCL-65 (the Saratoga site), produced two flexed burials beneath cairns of millingstones, which were dated between cal 5400 and 4900 B.C. The Metcalf Creek Aspect (or Phase) was a millingstone pattern identified in the Santa Clara Valley and adjacent coast; its name comes from SCL-178, the Metcalf Creek site (Milliken et al. 2007:114; also Chapter 9, *The Central Coast: A Midlatitude Milieu*). Local Franciscan chert dominated the Early Holocene Santa Clara Valley components (Hylkema 2002:235).

The Early Period (Middle Archaic), cal 3500-500 B.C.

Several technological and social developments characterize this period. New ground stone technology and the first cut shell beads in mortuaries signal sedentism, regional symbolic integration, and increased regional trade in the Bay Area, beginning at cal 3500 B.C. Two important bead developments of this period were discovered in peninsula-area sites. The earliest cut bead horizon, the *Olivella* grooved rectangle (Vellanoweth 2001), bracketed cal 3400 to 2500 B.C., is represented, so far, by a single bead

from the San Bruno Mound (Clark 1998:127, 156). The Sunnyvale Red Burial (SCL-832), a 5,590-year old site, holds the first documentation of double perforated *Haliotis* rectangle beads; this site also contained red ocher and exhibited pre-interment burning (Cartier 2002). These rectangular *Haliotis* and *Olivella* beads, the markers of the Early Period bead horizon, continued in use at least until 2,800 years ago (Ingram 1998; Wallace and Lathrop 1975:19 for ALA-307; Gerow with Force 1968 for SMA-77).

Lower Middle Period (Initial Upper Archaic), cal 500 B.C. to cal A.D. 430)

Although it is unclear when the “major disruption in symbolic integration systems” originated, it is clear in the record around cal 500 B.C. and may have begun several hundred years earlier (Milliken et al. 2007:115). Bead Horizon M1 of the Middle Period (Upper Archaic, cal 200 B.C. to cal A.D. 430) brought more tiny *Olivella* saucer beads into the Bay Area, as well as new circular *Haliotis* ornaments. New bone tools, including barbless fish spears, elk femur spatula, tubes, and whistles, appeared for the first time during this period; and basketry awls (split cannon bones) with shouldered tips, indicating coiled basketry manufacture, appeared in the Central and North Bay (Bennyhoff 1986:70; Bieling 1998:218). On the peninsula, the pure millingslab/handstone-oriented forager economy continued along the Pacific coast of San Mateo County (Hylkema 2002:261 in Milliken et al. 2007:115-116).

Upper Middle Period (Late Upper Archaic), cal A.D. 430 to 1050)

Around cal 430 A.D., the *Olivella* saucer bead trade network of the Lower Middle Period collapsed. Over half of known M1 sites were abandoned, while in the remaining sites, the number of sea otter bones greatly increased (Bennyhoff 1994a, 1994d). These changes co-occurred with the inception of a series of *Olivella* saddle bead horizons (M2a and 2b; M3, and M4) that marked central California bead trade until cal A.D. 1000 (Groza 2002).

Rough-edged, full-saddle *Olivella* beads with small perforations replaced the *Olivella* saucer beads characteristic of M1. Six *Olivella* saddle beads, considered the best examples of the M2a bead horizon currently known, come from flexed burials at ALA-329 and CCO-269. They have been calibrated to A.D. 420-450 (Groza 2002). Bead Horizon M2b was marked by mixed *Olivella* saddle beads with tiny (1.0 to 1.5 millimeter) perforations. They have been dated to cal A.D. 430-600. During the M2b period, show blades, fishtail charmstones, new *Haliotis* ornament forms, and mica ornaments appeared for the first time in several Central Bay sites (Elsasser 1978:39:Fig. 3 in Milliken et al. 2007:116).

Bead Horizon M3, cal A.D. 600-800, is considered to be the climax of Upper Middle Period stylistic refinement (Milliken et al. 2007:116). Burials from this horizon contained mostly small, delicate square saddle *Olivella* beads; however, *Olivella* saucer beads were also found in burial contexts (often in off-village single component cemeteries). The Meganos mortuary complex spread from the interior bayward, as evidenced at the Fremont BART site (CA-ALA-343) and into the Santa Clara Valley at Wade Ranch (SCL-302). Single-barbed bone fish spears, ear spools, and large mortars all appeared for the first time during this horizon.

During Bead Horizon M4, cal A.D. 800-1050, the *Olivella* saddle bead template is replaced by a variety of wide and tall bisymmetrical forms, and by the appearance of distinctive *Haliotis* ornament styles, such as unperforated rectangles and horizontally perforated half ovals. Few mortuaries can be

dated to this time period; one that can, the Santa Teresa Locality Mazzoni site (SCL-131), contained no grave accompaniments (Milliken et al. 2007:116).

Initial Late Period (Lower Emergent), cal A.D. 1050 to 1550

Fredrickson (1973) coined the term “Emergent” to describe this period, in recognition of the appearance of a new level of sedentism, status ascription, and ceremonial integration in lowland central California. The Middle/Late Transition (MLT) bead horizon, previously thought to have occurred around A.D. 300, is now largely believed to have occurred around cal A.D. 1000 (Milliken et al. 2007:116). During the MLT, burial objects became much more elaborate, and initial markers of the Augustine Pattern appeared in the form of multiperforated and bar-scored *Haliotis* ornaments, fully shaped show mortars, and new *Olivella* bead types in sites such as SCL-690 (see Hylkema 2006). Classic Augustine Pattern markers, which appeared in Bead Horizon L1 (after cal A.D. 1250), include the arrow, flanged pipe, *Olivella* callus cup bead, and the banjo effigy ornament (Bennyhoff 1994c). The Stockton serrated series, the first arrow-sized projectile point in the Bay Area, also appeared after A.D. 1250. The Stockton serrated series was a unique central California type (Bennyhoff 1994b:54, Hylkema 2002, Justice 2002:352).

In the San Jose and Point Año Localities, debitage and casual tools continued to be derived from local Franciscan chert, and finished projectile points of Napa Valley obsidian continued to be imported from the north (Bellifemine 1997:124-136; Clark and Reynolds 2003:8; Hylkema 2002:250).

Evidence for increased social stratification throughout the Bay Area after 1250 A.D. can be found in mortuary evidence. Although the quantity of shell beads contained in burials decreased, the quality of burial items increased in high-status burials and cremations (Fredrickson 1994b:62). This development may have reflected a new regional ceremonial system that was the precursor of the ethnographic Kuksu cult, a ceremonial system that unified the many language groups around the Bay during Bead Horizon L1 (Fredrickson 1974b:66; Bennyhoff 1994b:70, 72).

Terminal Late Period: Protohistoric Ambiguities

Changes in artifact types and mortuary objects characterized cal A.D. 1500-1650. The signature *Olivella* sequin and cup beads of the central California L1 Bead Horizon abruptly disappeared, and clamshell disk beads, markers of the L2 Bead Horizon, spread across the North Bay. However, until around cal A.D. 1650, the only beads found in South and Central Bay mortuaries were *Olivella* lipped and spire-lopped beads, which occurred far less frequently than the bead offerings of the L1 Horizon (Milliken and Bennyhoff 1993:392). The earliest date for clam disks south of the Carquinez Strait, obtained from a charcoal lens at CCO-309, is cal A.D. 1670 (V.M. Fredrickson 1968).

The hopper mortar appeared on the Santa Rosa Plain and the Napa Valley for the first time, but did not spread to the South or Central Bay (Bennyhoff 1994b:54; Wickstrom 1986). Desert side-notched points spread into the South Bay from the Central Coast (see Hylkema 2002; Jackson 1986, 1989; Jurmain 1983) (Milliken et al. 2007:117).

Indications are that another upward cycle of regional integration was commencing when it was interrupted by Spanish settlement in the Bay Area beginning in 1776. Such regional integration was a

continuing characteristic of the Augustine Pattern, most likely brought to the Bay Area by Patwin speakers from Oregon, who introduced new tools (such as the bow) and traits (such as preinterment grave pit burning) into central California. Perhaps the Augustine Pattern, with its inferred shared regional religious and ceremonial organization, was developed as a means of overcoming insularity, not in the core area of one language group, but in an area where many neighboring language groups were in contact (Milliken et al. 2007:118).

3.3 Paleoenvironmental and Geomorphic Contexts

The Bay Area has undergone significant geological and environmental changes since the earliest prehistoric people inhabited the region. In particular, large-scale environmental processes have induced changes in the distribution of plant and animal communities as well as human groups (Atwater et al. 1977). These changes in turn have affected the visibility and preservation of the archaeological record in the Bay Area. The following discussion of the paleoenvironment, environment, and geomorphology of the region is adapted from Allen et al. (1999) and Hall (1985) and addresses the nature of environmental change, the effects of these changes on the organization of human subsistence and settlement patterns, and the effects landscape evolution has had on the formation and preservation of the archaeological record.

Before 12,000 BP, sea levels were at least 100 meters lower than at present. What is now San Francisco Bay was then a series of broad inland floodplains. Streams and rivers entering this valley merged into a single river, just north of what is now Angel Island, and westward out to the Farallon Islands where it emptied into the Pacific Ocean (Atwater et al. 1977). If humans occupied this area before sea levels rose, their subsistence and settlement systems would likely have centered on perennial riparian corridors.

As continental ice sheets began to melt at the end of the Pleistocene, sea levels began to rise rapidly, entering the bay approximately 10,000 BP (Atwater et al. 1977). Sea levels rose by as much as 25 to 30 meters by 8000 BP, covering most of the present San Francisco Bay. Between 8000 and 6000 BP, the rate of sea level rise decelerated dramatically. This in turn encouraged sedimentation around the bay margins, creating tidal flats and marshes that covered the inland valleys (Atwater et al. 1977). The baselines of streams and rivers adjusted to higher levels due to rising sea levels, increased sedimentation, and emerging wetlands. Evidence of submerged floodplains has been identified at depths of 10 to 40 meters below mean sea level and radiocarbon dated from 10,920 to 9760 (Calibrated) BP (Atwater et al. 1977; Storey et al. 1966). Any archaeological sites associated with these floodplains would likely have been destroyed or obscured by sea level advance and sedimentation (Atwater et al. 1977; Bickel 1978).

Geologic and geoarchaeologic research show that late Pleistocene and early Holocene land surfaces are overlain by alluvium that is generally less than 6,000 years old (Helley et al. 1979; Meyer and Rosenthal 1997). Buried soil profiles (paleosols) occurring on these old land surfaces are used as stratigraphic markers to indicate depositional history at different locations around the bay and at associated inland valleys (Meyer and Rosenthal 1997). Holocene depositional history of the Bay Area indicated two to three periods of landform stability (soil formation) alternating with three or four periods of landform instability (erosion and deposition). Archaeological sites occurring in these areas therefore may have been buried and/or eroded by these processes, particularly during the mid-to-late Holocene, and tended to occur at depths of 2 to 4 meters in valleys, but may also have occurred at depths of up to 10 meters (Meyer and Rosenthal 1997).

The proposed Santa Clara Family Resources Courthouse project is located in the Santa Clara Valley on the coastal plain at the south end of San Francisco Bay. The Santa Clara Valley is bordered on the east by the Diablo Range and on the south and west by the Santa Cruz Mountains, which are part of the Coast Ranges Geomorphic Province. Several major streams dissect the hills and mountains along fault lines. The drainage pattern of most of the streams has been altered by horizontal fault displacement at the base of the hill slopes (Welch 1981:54). The valley floor consists chiefly of a number of confluent alluvial fans and flood plains, formed by numerous streams that enter the valley from both mountain ranges (U.S. Soil Conservation Service 1968). Elevation in the APE ranges from 30 to 40 meters above mean sea level (AMSL). The climate is mild, and the overall differences in temperature and rainfall are not extreme. Winters are cool and moist, and summers dry and cool, due to sea breezes and morning fogs.

3.4 Historical Context

The following historical overview is drawn primarily from the *Historical Overview and Context for the City of San Jose* prepared by Archives and Architecture (1992).

Spanish Period

The process of Spanish settlement of the Santa Clara Valley began in 1769 with the initial exploration by Sergeant Jose Ortega of the Portola Expedition. Subsequent Spanish explorers noted the desirable settlement conditions of the Santa Clara Valley, including rich bottomlands, available timber, and a constant source of freshwater. In 1777, Jose Joaquin Moraga and Fray Tomas de la Pefia established Mission Santa Clara on the west bank of the Guadalupe River. Within a year, *El Pueblo de San Jose de Guadalupe* was located on the river's east bank. The Guadalupe River became the boundary between the lands controlled by the mission and the pueblo.

Spanish colonization strategy utilized three institutions: military, civil, and religious. The military government represented by the presidios at San Francisco and Monterey protected the Spanish frontier against other Europeans and the colonists against Indians attacks. The Catholic Church established missions, the dominant colonizing influence in California during this period, to convert and civilize the aboriginal population. Each mission's sphere of influence radiated from its center, with buildings for worship, housing, and industries surrounded by grain fields and livestock grazing lands.

In November 1777, Lt. Moraga set out from San Francisco to establish El Pueblo de San Jose de Guadalupe, the first civil settlement established by the Spanish in California. Its primary function was to supplement the crops grown by the missions to support the garrisons at Monterey and San Francisco. Moraga, representing the Spanish government, laid out the town, allocating a house lot and cultivation plot (*suertes*) to each settler. The Spanish crown retained ownership of the land; the settlers could not sell their land or divide it. As such, much of the property within the pueblo remained in possession of the descendants of the original settlers until the American period in the mid-nineteenth century. The common lands (*ejido*) surrounding the pueblo were used primarily for grazing the livestock of the pueblo inhabitants (*pobladores*).

The pueblo was originally established near the Guadalupe River in the vicinity of Taylor and Hobson Streets. A combination of winter flooding and land conflicts with the nearby Mission Santa Clara resulted in the relocation of the pueblo in 1791. Market Street Plaza, about one mile south of the original pueblo, was the center of the second (final) pueblo. The colonists built a dam above the settlement that

collected water for distribution throughout the pueblo by way of a ditch (*acequia*); the acequia provided both household and irrigation water.

The colonists' homes, small adobe structures, were clustered in proximity to the course of the acequia, around the market square and at the crossing of the roads to Monterey, Mission Santa Clara, and the embarcadero at Alviso. The major transportation routes during this period were little more than trails. They included El Camino Real, which connected the pueblo and Mission Santa Clara with the presidios at Monterey and Yerba Buena. This road closely followed the route of modern Monterey Road and El Camino Real. The Alameda follows the old route between the pueblo and Mission Santa Clara.

The early colonists planted corn, beans, wheat, hemp, and flax, and set out small vineyards and orchards. Portions of the crops were taxed for the support of the soldiers at the presidios and to provision ships in the harbors. Surplus crops were traded in Monterey for manufactured goods shipped from Spain and Mexico. Rudimentary industrial activities included grist, milling, making wine and brandy, hemp processing, and soap making. As the cattle herds increased, the hide and tallow trade became an important element in California's economy.

Mexican Period

When civil wars erupted in Mexico in 1810, California was largely cut off from Mexico, its source of supplies and primary market for surplus crops. During this period, illegal trading took place with foreign ships that surreptitiously visited California ports. Seamen from these ships became the vanguard of American and Anglo-European settlers in California.

By the 1820s, the lagging economy of the area began to increase due to the changing administrative policies of the new Mexican government. Two policies had important local ramifications. The first was the legalization of trade with foreign ships in the ports of San Francisco and Monterey. The traders exchanged such goods as tea, coffee, spices, clothing, and leather goods for tallow and hides. Under the stimulus of this commerce, the settlements around the bay became lively trade centers. The second change in policy was the secularization of the missions and the establishment of large, private land grants (Broek 1932:40-46, in Archives and Architecture 1992).

Accompanying the change of governmental control from Spain to Mexico in 1822 and the secularization of the missions was a change in land utilization and ownership patterns. In 1824, Mexico passed a law for the settlement of vacant lands to stimulate further colonization. Any citizen, foreign or native, could select a tract of unoccupied land if it was a specific distance away from the lands held by missions, pueblos, and Indians, then petition the governor for ownership of the tract. After investigation, if there were no objections, the land was granted.

Thirty-eight land grants were issued between 1833 and 1845 in the Santa Clara Valley; all or parts of 15 rancho grants were located within the current city limits of San Jose. When a citizen was granted rancho land, he was required to occupy the property and build a dwelling within a certain period. Many of the ranchos in the Santa Clara Valley had received provisional grants from the *alcalde* several years before the official petition to the governor. Each rancho had a hacienda that was often a self-supporting village, comprising the main rancho residence, laborers housing, corrals, grist mill (*tahona*), tannery, and other structures surrounded by vineyards and cultivated fields.

With the relaxation of immigration regulations by the Mexican government in 1828, more foreigners began to settle in California. The first overland migration arrived in California in 1841; by

1845, new American settlers had increased the population of the pueblo to 900. The American presence in San Jose rapidly changed the character of the pueblo from a Mexican village to a bustling American town. The presence of a growing American population allowed for relatively easy occupation of California by American forces following the Mexican War in 1846.

Early American Period (1846–1869)

This period is dominated by the superimposition of American culture on the former Hispanic culture. In May 1846, the United States declared war on Mexico; shortly thereafter, the Americans raised the flag in Monterey and San Jose. In 1848, the United States acquired the Mexican province of California in the Treaty of Guadalupe Hidalgo. Closely following the annexation of California, the 1848 discovery of gold in the Sierra Nevada foothills prompted a sudden influx of population to the state. This event accelerated California statehood, achieved in 1850, with San Jose serving as the first state capital.

As the last town on the route to the southern Mother Lode, San Jose became the supply center for hopeful miners as they passed through the area. The high cost and scarcity of flour, fruit, and vegetables during the early Gold Rush made agricultural and commercial pursuits as profitable as, and more dependable than, mining.

One of the dominating cultural traits of the American population during this period was its urban value system. Each town colonized by Americans in the west during the nineteenth century began with a preconceived plan based on a grid plan (Reps 1979, in Archives and Architecture 1992). A grid pattern was easily laid out by semiskilled surveyors, it apportioned land quickly and efficiently, lots were a suitable shape for the erection of buildings, and it was easily expanded beyond its original limits. It also facilitated the transfer of property ownership and tax assessment.

In response to pressure by American settlers, the *junta* commissioned a survey of the pueblo in 1847. The survey encompassed lands between Market Plaza to Eighth Street, and Julian Street and Reed Street, all of which were adjacent to the occupied pueblo area. Persons with claims to land in the surveyed area were granted legal title, and the unclaimed lands were sold by the *alcalde* at \$50 per city block. Several other surveys followed the initial survey. In 1850, Thomas White's survey extended the city limits to Coyote Creek on the east and just beyond the Guadalupe River on the west. San Jose was approximately 3 miles long (northwest–southeast) and about 2 miles wide. These limits were not expanded until after the turn of the twentieth century.

As the productivity of the placer mines fell off and enthusiasm for gold mining began to wane, many immigrants began to look to the cities and fertile range lands as sources of income. Until the drought of 1864, stock-raising continued to be the primary economic activity in San Jose. During the 1860s, cattle were moved from the foothill pastures to valley feed yards until ready for marketing (Broek 1932, in Archives and Architecture 1992). Sheep-raising was also important during this period, and sheep populations peaked during the 1870s. This declined later, however, as farmlands extended and markets for local wool and mutton decreased (Broek 1932, in Archives and Architecture 1992).

Wheat became the agricultural staple in San Jose after the Gold Rush. By 1854, Santa Clara County was producing 30% of California's total wheat crop. Other grains crops, primarily barley and oats, followed wheat in productivity (Broek 1932; Detlefs 1985, in Archives and Architecture 1992). Hay production developed in the 1880s and 1890s, but declined with the increased popularity of the

automobile after 1900. Most hay and forage crops were used by the dairy industry (Broek 1932, in Archives and Architecture 1992).

Another impetus to San Jose's early development was its selection as the first state capital in 1850. The combination of migrating miners and the arrival of legislators, reporters, and interested onlookers spurred the rapid development of the city. Urban development moved at a swift pace during the 1860s. Gas service was introduced in 1861, and gas mains were extended from San Jose into Santa Clara. San Jose Water Company was incorporated in 1866, supplying piped water to city residents. The first sewers were contracted by the city this same year. In the 1850s, regional stage lines were established between San Jose, Santa Clara and Saratoga. These were replaced by the arrival of the streetcar line in 1868, establishing the first urban transit lines in San Jose.

The railroad line between San Francisco and San Jose was completed in 1864. The Central Pacific Railroad line from San Jose to Niles, connecting San Jose with the transcontinental railroad, was completed in 1869. San Jose thus became part of the national and world economic network that opened new markets for the agricultural and manufactured production of the valley.

Although the state capital moved to Sacramento in 1852, San Jose exhibited steady growth through the following two decades. It transformed to a major service center for the expanding agricultural hinterland, and experienced an increase in industrial and commercial activities, development of internal and regional transportation services, increase in ethnic immigration, residential expansion, and development of urban services and utilities.

The pioneer canning industry began in residential San Jose by Dr. James Dawson in 1871. The fruit canning and packing industry quickly grew to become the urban counterpart of the valley's orchards. Early industrial development was located near shipping points and transportation lines. Other support industries such as box, basket, and can factories were also established. Orchard and food processing machinery and spraying equipment also became important local industries.

Commercial growth in San Jose boomed in the 1880s and continued with steady growth toward the end of the nineteenth century. Following the fire in San Jose's Chinatown (in Market Plaza) in 1887, a new city hall was erected in the middle of the plaza in 1889, and a post office followed in 1893, which spurred further development in the downtown area. Large bank buildings were built on all four corners of First and Santa Clara Streets. From the 1880s through the early years of the twentieth century, the business district moved southward along First Street. The major force in downtown development during this period was T. S. Montgomery, who constructed many large commercial buildings and business blocks.

Urban services continued to expand in this period. Electrical service came to San Jose in 1881, provided by several small independent gas and electric companies. In 1881, an electrical light tower was constructed at the intersection of Market and Santa Clara Streets, bringing worldwide fame to San Jose. Electric arc lamps replaced gas streetlights in the late 1880s; these were later replaced by incandescent lights.

Changes in transportation during this period were a major influence on developmental patterns. Samuel Bishop built the first electrical streetcar line in America when he electrified the line between San Jose and Santa Clara in 1887–1888. The streetcars were converted to overhead electrical trolley lines in 1891. The Interurban Railroad had lines to Saratoga, Campbell, and Los Gatos by 1905. The Peninsular Railway had lines from San Jose to Palo Alto and Cupertino by 1915.

The first automobiles appeared in the valley in the late 1890s. Several pioneer automobile factories, the first in California, were established in San Jose after 1900. Clarence Letcher opened the first “garage” in the west in 1900 and the first service station in 1912 (James and McMurry 1933:142, in Archives and Architecture 1992).

Interwar Period (1918–1945)

Following World War I, San Jose entered a period of great prosperity. Three projects were initiated in 1929 that spurred growth: the development of a water conservation program, the connection of the Bayshore Freeway between San Jose and San Francisco, and the establishment of Moffett Field as a U.S. Navy dirigible base. All these projects were in place by 1939.

Population growth continued to expand the urban boundaries of the city as orchards were replaced by residential developments. The county’s first airport, located on Alum Rock between Capitol Avenue and White, was used by a succession of barnstorming and commercial companies and by the army reserve squadron in the early 1920s. In 1929, the first municipal airport was established at King Road and Story Road. Cecil and Robert Reid established the Garden City Airport in 1934, which moved to Tully Road in 1939 and became known as the Reid-Hillview Airport.

By 1928, all city streets had been paved and old wooden bridges were being replaced by concrete bridges. In 1930, San Jose had the greatest weekday auto traffic count in the state and was the only California city in which weekday traffic count exceeded that of holidays. The county averaged one automobile for every 2.92 persons (James and McMurry 1933:164, in Archives and Architecture 1992). With increased automobile competition, streetcar lines were abandoned in the 1920s and 1930s and replaced by private bus lines.

Industrialization and Urbanization (1945–Present)

Soon after World War II, the business community launched an active campaign to attract new nonagricultural industries to San Jose. Early industries that established plants in San Jose were the International Mineral and Chemical Corporation's Accent plant in 1946, the General Electric plant in the early 1950s, and International Business Machines in 1953. By the 1960s, the county's economic base depended on the electronics and defense industries. The 1970s saw the development of the personal computer industry stimulated by Apple Computers’ user-friendly computers.

Driven by the growing job market, the population of the valley experienced phenomenal growth after 1950. Between 1950 and 1975, the population increased from 95,000 to over 500,000. The city area grew from 17 square miles in 1950 to over 120 square miles in 1970, as orchards were replaced by subdivisions and shopping centers. Rural roads widened into freeways and expressways, and boulevards were lined with restaurants and automobile salesrooms.

The automobile was the basic mechanism that allowed the development of the valley. In the years following World War II, the American public intensified its use of the automobile. By mid-century, the United States, particularly California, had become a car-oriented society. This aspect of American culture is reflected in the architecture and resource types of the contemporary period. Suburban housing tracts are characterized by prominent, attached two- or three-car garages. Commercially, the period is characterized by the proliferation of fast-food chains and other quick-service, car-oriented establishments.

During the contemporary period, the city expanded outward along major transportation arteries. Commercial migration began in 1956 when the first store at Valley Fair, San Jose's first regional shopping center, opened. Until this time, the City Council had maintained a policy that no commercial zoning would be granted outside the downtown core area. Major and minor shopping centers were built to serve outlying residential areas, attracting additional residential and commercial development. The loss of the vital downtown business core followed by demolition for projects during the 1960s was an unfortunate byproduct of the commercial migration to the suburban areas.

Section 4

Field Surveys

4.1 Survey Methods

Archaeological Resources

ICF Jones & Stokes archaeologists conducted an archaeological survey of the study area on July 7, 2009. The entire study area is contained within a paved parking lot.

Architectural Resources

On July 7, 2009, an ICF Jones & Stokes architectural historian conducted a field survey of the study area. As part of this process, the architectural historian identified and photo-documented buildings, structures, and linear features 45 years old or older located in the study area in an effort to assess potential impacts as a result of the proposed project.

4.2 Survey Findings

Results of the archaeological and architectural resources surveys are provided below. Findings particular to each project component are discussed where appropriate.

Archaeological Resources

As noted earlier, as the entire study area is contained within a paved parking lot, no archaeological materials were observed at any point during the field visit.

Architectural Resources

As a result of the literature review and field survey, ICF Jones & Stokes identified one (1) historic district (St. James Square Historic District, see Figure 4) adjacent to the study area and one (1) historic property (Moir Building/St. James Hotel) within the study area. Both the historic district and the individual property are formally listed in the NRHP.

ICF Jones & Stokes referred to the original NRHP nomination in order to determine the official Saint James Square (SJS) Historic District boundary. The NRHP boundary does not include any portion of APN 259-33-57 (VTA parcel). However, the SJS Design Guidelines do include APN 259-33-57 within a delineated area determined to be an “Area of Historic Sensitivity.”

Close examination of project design maps, APN parcel maps, the SJS NRHP nomination, and the SJS Design Guidelines reveal that the proposed Courthouse (APN 259-33-56) will be located outside of both the official NRHP boundary, and beyond the one-lot-depth (“from the streets”) threshold, as stipulated in the SJS Design Guidelines. Please see Figure 4 for further clarification.

Table 5. Historic-Era Properties within the Study Area

Resource Type	Address	Name	Year Built	Eligibility Status
Historic District	Multiple	St. James Historic District	Various	Listed in the NRHP/ Designated City Landmark
Commercial building	227 North 1 st Street	Moir Building /St. James Hotel	1893	Listed in the NRHP/Designated City Landmark

Conclusions and Recommendations

5.1 Archaeological Resources

As described above, the NWIC records search, Native American correspondence, literature review, and the archaeological survey did not identify any archaeological resources within the APE. However, the general sensitivity for both buried prehistoric as well as historical archaeological deposits is high.

Based on the sensitivity assessment the study area where earth-moving disturbances are proposed, archaeologically sensitive soils of Holocene age area [resent within the study area. In a good faith effort to locate and identify archaeological sites that may be buried in the study area, it is recommended that an Extended Phase I program be conducted in accessible areas of high sensitivity.

If subsurface cultural resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently uncovered during ground disturbing activities, work will stop in that area and within 150 feet of the find until a qualified archaeologist can assess the significance of the find and, if warranted, develop appropriate treatment measures in consultation with the AOC, City of San Jose, and/or any other appropriate agencies.

5.2 Architectural Resources

Based on the cultural resources investigation for the proposed project, one NRHP listed historic district (St. James Square Historic District) and one NRHP listed single property (Moir Building/St. James Hotel) have been identified within the study area. The proposed project would have a less than significant impact on these two properties. A more detailed discussion of these resources and any potential impacts follow below.

St. James Square Historic District

The following discussion is in large part summarized from LSA Associates, Inc, *San Jose Downtown Strategy 2000 EIR* (2005).

The St. James Square Historic District includes St. James Park and nine buildings comprising the perimeter of the park. The District is somewhat discontinuous as it is loosely bounded by the properties that front East St. James Street at the north, North 3rd Street at the east, East St. John Street at the south, and North Market Street at the west. Nine buildings and one park contribute to the District, while two

buildings (the Superior Court Building and the St. James Community Center) have been determined non-contributors.

Chester Lyman included St. James Square in his original 1848 survey of San José, and renowned landscape architect Frederick Olmstead designed the park in 1868. St. James Park and the nine buildings loosely forming its perimeter were listed collectively in the NRHP as a Historic District in 1979 for both its period revival architecture and landscape architecture (NRHP Criterion C/CRHR 3), and at the local level for its association with community planning and patterns of exploration and settlement (NRHP Criterion A/CRHR 1). In 1984, The City of San Jose designated the resource as a Historic District at the local level.

The District is comprised of a centrally located park, surrounded by a mixture of municipal, religious, and commercial buildings constructed between 1860-1920, and ranging from one to five stories in mass and scale. The NRHP Inventory Nomination describes the District as the finest remaining example of late-nineteenth and early-twentieth century period revival buildings in the City of San Jose.

The park and buildings included in the following descriptions are all contributing resources to the St. James Square Historic District.

- The St. James Park took shape in the late 1860s and early 1870s at the direction of Frederick Olmstead. The park includes two, 3.46 acre parcels that are evenly divided in a north/south configuration by North 2nd Street. In general, the park features its original landscape features, including diagonal and peripheral hardscape pathways, and a series of monuments and statues.
- The Trinity Episcopal Cathedral at 81 North 2nd Street was designed by John Hammond and built in the carpenter Gothic style in 1863. It originally faced the park, but its entry was moved in 1876 to 2nd Street.
- The Santa Clara Family Resources Courthouse at 191 North 1st Street was designed by Lewis Goodrich, was built in 1866. Modifications to the original structure followed the destruction of the dome in a 1933 fire, and a third story was added. The building was renovated and restored in 1973.
- The First Unitarian Church at 160 North 3rd Street was built in 1891 in the Romanesque Revival style. With a circular central chapel, the church displays many unique features.
- The Sainte Claire Club, San José's oldest men's club, was built in 1893 at 65 East St. James Street. The building was designed by A. Page Brown in the California Mission style, with a tile roof and arched entryways.
- The Eagles Hall was built in 1903 on the southwest corner of 3rd and St. John Streets. The building faces the square, and was designed in the Greek revival style as the original Scottish Rite Temple. Although a new office building has been constructed at the site, the façade and Doric columns have been incorporated into the new structure.

- The First Church of Christ Scientist was designed by Willis Polk and built in 1904 at 43 East St. James Street. The church is built in the neoclassical style with a Greek cross shaped ground floor plan. The structure faces the north side of the park.
- The Scottish Rite Temple was built in 1924 at 196 North 3rd Street. It was designed by Carl Werner and built in the neoclassic style with six ionic columns, Egyptian ornamentation, and elements of the Beaux-Arts style.
- Letcher's Garage at 200 North 1st Street was the first automobile garage on the West Coast, and part of one of the first car showrooms in San José. The 1907 structure with large rear window shutters and a wood truss roof design has been remodeled as the Oasis Night Club.
- The San José Post Office was built in the Spanish Colonial Revival style and completed in 1934. The location, at 105 North 1st Street, was the original site for the St. James Hotel.

Moir Building/St. James Hotel

The Moir Building (also referred to as the St. James Hotel) is located at 227-241 North 1st Street, at the corner of North 1st Street and Devine Street, and is not part of the Saint James Square Historic District. The building was constructed in 1863, and is currently used for office space. The building was listed in the NRHP under Criteria A and C in 1983.

5.3 Summary of Conclusions and Recommendations

The following impacts discussion follows an approach previously established by LSA Associates, Inc, *San Jose Downtown Strategy 2000 EIR* (2005). As part of this approach, ICF-Jones & Stokes reviewed the proposed project plans as well as the *St. James Square Historic District Design Guidelines* (1989) to determine if the proposed project conformed to the any applicable preservation plans, and design guidelines, in addition to any applicable preservation laws and guidelines. Through this process, ICF-Jones & Stokes determined that the proposed Study Area is located outside of both the St James Square Historic District, and the District's Area of Historic Sensitivity.

The City of San Jose's 2000 General Plan includes the St. James Square Historic District within a designated Area of Historic Sensitivity. This designated area is the focus of the *St. James Square Historic District Design Guidelines*, set forth to preserve the historically significant resources within the District. The City's Historic Landmarks Commission delineated this Area to act as an overlay intended to control future design, provide guidelines for maintaining existing historic properties, as well as future development within the established Area and Historic Sensitivity.

There is a distinction between the Landmarks Commission's Area of Historical Sensitivity boundary and that of the official NRHP District boundary. As shown in Figure 3, in some instances, the Area's boundary demarcation extends slightly beyond that of the original

NRHP District boundary. One of these instances of deviation from the NRHP boundary occurs at the southeast corner of North 1st and East St. James Streets, where the Area of Historic Sensitivity boundary reaches diagonally to include APN 259-33-57. APN 259-33-57 encompasses the far southeast parcel of the city block bound by Devine Street at the north, North 1st Street at the east, East St. James at the south, and North Market Street at the west. Immediately to the west of APN 259-33-57 is the study area parcel (259-33-56), which, based on the current project description, is located outside of the Area of Historical Sensitivity.

The current project description does not include proposed development within the VTA parcel (APN 259-33-57). If at some point in the future the project description were revised to include the VTA parcel, the applicable design criteria outlined in the *St. James Square Historic District Design Guidelines* would apply.

St. James Square Historic District

Construction of the proposed Courthouse will impose a visual impact upon the historical setting of the SJS Historic District. Proposed construction would occur on a parcel (259-33-56) that is adjacent (to the west) to the City's designated Area of Historical Sensitivity as well as the NRHP District boundary. The *St. James Square Historic District Design Guidelines* are provided specifically for future development within the District boundary or within the District's Area of Historical Sensitivity. As the Proposed Study area is located outside the District's established boundary and Area of Historical Sensitivity, and not adjacent to any District contributors, the proposed location, mass and scale, and design aesthetics impose a less-than-significant impact on the District.

Furthermore, although the proposed construction will introduce a new visual element to the area, the overall setting, feeling, design, and association of the District will remain in place and thus will have a less-than-significant impact on the District. The spatial orientation and physical design of the District places St. James Park as the centerpiece of the District, as the vast majority of contributing buildings and their façades front the Park, and roughly define the boundary of the District. This particular design directs the emphasis of the District's integrity (in terms of feeling and association) inward. As such, new visual elements developed outside the perimeter of both the District's NRHP and the City's Area of Historical Sensitivity boundaries are far less likely to intrude upon the historical setting. Therefore, the District's integrity of historical setting will remain in place and thus will have a less-than-significant impact on the District.

Moir Building/St. James Hotel

Construction of the proposed Courthouse will impose a visual impact upon the Moir Building/St. James Hotel, as construction would occur on a parcel that is directly adjacent (to the west) to the parcel on which the Moir Building/St. James Hotel stands. However, it appears as though construction of the proposed Courthouse would have a less-than-significant impact on the building.

The hotel is located at the far northeast corner of the study area, within parcel 259-33-058. Construction of the Proposed Project will occur two parcels to the southwest (259-33-056),

with each parcel sharing a physical distance of approximately fifty yards. In addition to proximity, both the hotel's façade and its more architecturally expounding elevations face Devine and North 1st Streets, respectively, which is a direction facing opposite the proposed Courthouse. In a similar vein, the rear elevations of the hotel that are exposed to the viewshed of the Proposed Project display the less illustrative architectural features, including several wall openings that have been bricked-in over time. Finally, vegetation in the form of trees and shrubs partially frame the two rear elevations of the hotel that face the Proposed Project footprint, in some instances reach a height equal to that of the hotel itself. This vegetation acts as a natural barrier between the hotel and the proposed Courthouse, thereby offsetting the potential for visual intrusion upon both the hotel and its historical setting.

Taking each of these elements into account, construction of the proposed Courthouse will have a less-than-significant impact on the historical setting of the Moir Building/St. James Hotel.

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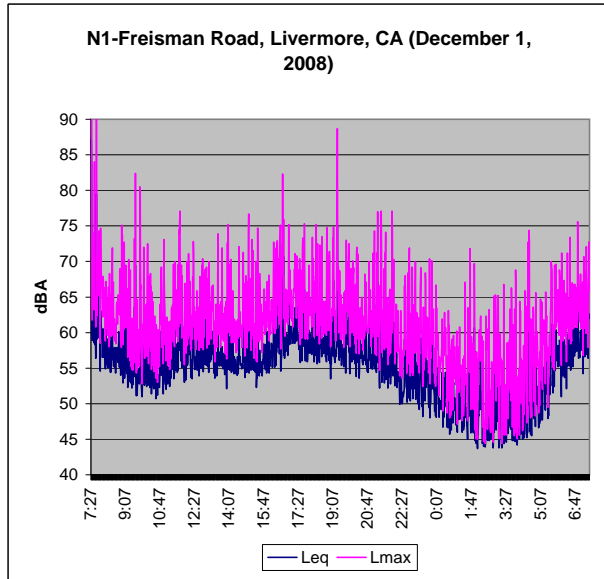
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Appendix F
Noise Measurements

Located on fence separating project site from small private parking near Devine St
 About 37 feet from edge of Devine Street
 Located behind some hanging vegetation so some shielding
 Leq total : 60.8 dBA Ldn = 63.2 CNEL= 63.7



100.4 Lmax
 71.72041 Max Leq(hr)
 49.58325 Min Leq(hr)
 Min Leq(hr) between 4 AM and Mi
 During peak hour

Date: 06/02/09

Calculation of Leq(hr)

Leq	Lmax	L(99.9)	CNEL adj	Ldn Adjust	CNEL energy	Ldn energy	Leq Energy	Energy-Mo	Leq(hr)	
7:27:00	87.1	97.9	66.3	0	0	512861384	512861384	5.13E+08	14860757	71.72041
7:28:00	83.3	100.4	52.3	0	0	213796209	213796209	2.14E+08	6324079	68.00997
7:29:00	59.9	64.3	54.3	0	0	977237	977237	977237.2	2783291	64.44559
7:30:00	58.9	61.8	57.3	0	0	776247	776247	776247.1	2773952	64.43099
7:31:00	63	70.4	57.3	0	0	1995262	1995262	1995262	2771057	64.42645
7:32:00	67.8	74	58.3	0	0	6025596	6025596	6025596	2746550	64.38787
7:33:00	59.6	66.4	53.3	0	0	912011	912011	912010.8	2651770	64.23536
7:34:00	63.5	70	54.3	0	0	2238721	2238721	2238721	2643680	64.22209
7:35:00	58.6	63.6	54.3	0	0	724436	724436	724436	2614163	64.17333
7:36:00	58.6	63.2	52.3	0	0	724436	724436	724436	2607483	64.16221
7:37:00	72.8	84	52.3	0	0	19054607	19054607	19054607	2605685	64.15922
7:38:00	58.3	65.2	54.3	0	0	676083	676083	676083	2294593	63.60706
7:39:00	59.4	65.1	51.3	0	0	870964	870964	870963.6	2287810	63.5942
7:40:00	56.4	60.8	52.3	0	0	436516	436516	436515.8	2279487	63.57837
7:41:00	58.5	61.3	55.3	0	0	707946	707946	707945.8	2280759	63.58079
7:42:00	79.5	94.8	56.3	0	0	89125094	89125094	89125094	2278551	63.57659
7:43:00	64.9	77.3	53.3	0	0	3090295	3090295	3090295	803409	59.04937
7:44:00	59.1	62.4	55.3	0	0	812831	812831	812830.5	760451.7	58.81072
7:45:00	59.5	66.4	55.3	0	0	891251	891251	891250.9	755067.6	58.77986
7:46:00	61.2	70.6	54.3	0	0	1318257	1318257	1318257	746549.9	58.73059
7:47:00	60.6	67.1	54.3	0	0	1148154	1148154	1148154	733737.9	58.65541
7:48:00	59.3	65.2	54.3	0	0	851138	851138	851138	731656.9	58.64307
7:49:00	61.8	70.3	55.3	0	0	1513561	1513561	1513561	727513.9	58.61841
7:50:00	66.4	74.3	54.3	0	0	4365158	4365158	4365158	707681.2	58.49838
7:51:00	61.3	67.2	54.3	0	0	1348963	1348963	1348963	645689.4	58.10024
7:52:00	61.2	70	54.3	0	0	1318257	1318257	1318257	636753.9	58.03972
7:53:00	54.6	58.5	52.3	0	0	288403	288403	288403.2	618969.4	57.91669
7:54:00	63.1	74.7	52.3	0	0	2041738	2041738	2041738	628025.4	57.97977
7:55:00	60.8	70.7	52.3	0	0	1202264	1202264	1202264	599029.7	57.77448
7:56:00	61	68.9	52.3	0	0	1258925	1258925	1258925	614624.7	57.8861
7:57:00	60	67.4	53.3	0	0	1000000	1000000	1000000	605716.5	57.82269
7:58:00	59.2	67.7	53.3	0	0	831764	831764	831763.8	640554.8	58.06556
7:59:00	59.3	65.5	54.3	0	0	851138	851138	851138	635851.1	58.03355
8:00:00	56.5	63.2	52.3	0	0	446684	446684	446683.6	624915.2	57.95821
8:01:00	57.8	62.2	53.3	0	0	602560	602560	602559.6	628482	57.98293
8:02:00	60.5	67.9	52.3	0	0	1122018	1122018	1122018	623029.7	57.94509
8:03:00	56.5	67.1	52.3	0	0	446684	446684	446683.6	609722.6	57.85132
8:04:00	58.4	62.8	51.3	0	0	691831	691831	691831	630582	57.99742
8:05:00	59.1	65.9	51.3	0	0	812831	812831	812830.5	622869.6	57.94397
8:06:00	57.7	66.3	51.3	0	0	588844	588844	588843.7	617299.6	57.90496
8:07:00	56.9	62.8	51.3	0	0	489779	489779	489778.8	617762.1	57.90821
8:08:00	54.9	58.8	51.3	0	0	309030	309030	309029.5	636014	58.03467
8:09:00	58.4	63.2	52.3	0	0	691831	691831	691831	635782.2	58.03308
8:10:00	60.4	67.2	53.3	0	0	1096478	1096478	1096478	631361.3	58.00278
8:11:00	55.9	60.8	52.3	0	0	389045	389045	389045.1	617470.5	57.90616
8:12:00	55.6	60.7	52.3	0	0	363078	363078	363078.1	621502.3	57.93443
8:13:00	56.5	63.2	51.3	0	0	446684	446684	446683.6	625041.7	57.95909
8:14:00	59.1	64.7	48.3	0	0	812831	812831	812830.5	620427.4	57.92691

8:15:00	55.1	59.6	50.3	0	0	323594	323594	323593.7	612659.1	57.87219
8:16:00	58.7	65	52.3	0	0	741310	741310	741310.2	611963.2	57.86725
8:17:00	57.8	66.4	50.3	0	0	602560	602560	602559.6	624259.9	57.95365
8:18:00	55.3	60.4	50.3	0	0	338844	338844	338844.2	622194.4	57.93926
8:19:00	55.1	58	51.3	0	0	323594	323594	323593.7	631063	58.00073
8:20:00	61.5	68.3	53.3	0	0	1412538	1412538	1412538	629072.7	57.98701
8:21:00	57.4	64.2	50.3	0	0	549541	549541	549540.9	623389.1	57.94759
8:22:00	55.4	62.3	49.3	0	0	346737	346737	346736.9	619748.9	57.92216
8:23:00	54.4	59.6	50.3	0	0	275423	275423	275422.9	617219.7	57.9044
8:24:00	58.7	65.3	50.3	0	0	741310	741310	741310.2	618965.8	57.91667
8:25:00	54.5	60	50.3	0	0	281838	281838	281838.3	609936.1	57.85284
8:26:00	55.6	59.5	51.3	0	0	363078	363078	363078.1	608004.7	57.83907
8:27:00	58.2	65.5	52.3	0	0	660693	660693	660693.4	606872.1	57.83097
8:28:00	61.3	71.9	53.3	0	0	1348963	1348963	1348963	599767.6	57.77983
8:29:00	56.2	59.7	53.3	0	0	416869	416869	416869.4	580388.4	57.63719
8:30:00	57.8	65.2	51.3	0	0	602560	602560	602559.6	580075.7	57.63485
8:31:00	57.2	67.1	50.3	0	0	524807	524807	524807.5	574031.1	57.58935
8:32:00	55.3	59.7	51.3	0	0	338844	338844	338844.2	569282.3	57.55328
8:33:00	56.3	59.2	52.3	0	0	426580	426580	426579.5	601816.1	57.79464
8:34:00	56.7	61.9	51.3	0	0	467735	467735	467735.1	598704.4	57.77212
8:35:00	55.1	58.8	51.3	0	0	323594	323594	323593.7	596179.3	57.75377
8:36:00	57.9	60.4	55.3	0	0	616595	616595	616595	739327.9	58.68837
8:37:00	55.9	60.4	50.3	0	0	389045	389045	389045.1	733748.6	58.65547
8:38:00	54.3	61.2	50.3	0	0	269153	269153	269153.5	731451	58.64185
8:39:00	55.7	58.4	49.3	0	0	371535	371535	371535.2	729112.2	58.62794
8:40:00	57.1	64	50.3	0	0	512861	512861	512861.4	730195.2	58.63439
8:41:00	57.6	64.3	52.3	0	0	575440	575440	575439.9	723844.6	58.59645
8:42:00	57.9	63.5	52.3	0	0	616595	616595	616595	717900.2	58.56064
8:43:00	57.1	61.2	50.3	0	0	512861	512861	512861.4	711186.9	58.51984
8:44:00	56.9	64.4	50.3	0	0	489779	489779	489778.8	706637.3	58.49197
8:45:00	55.8	65.3	50.3	0	0	380189	380189	380189.4	703171.6	58.47061
8:46:00	57.4	63.1	52.3	0	0	549541	549541	549540.9	701868.4	58.46256
8:47:00	60.1	64.4	53.3	0	0	1023293	1023293	1023293	695885.1	58.42538
8:48:00	57.8	63.9	50.3	0	0	602560	602560	602559.6	682393.5	58.34035
8:49:00	55.1	62.5	49.3	0	0	323594	323594	323593.7	924611.1	59.65959
8:50:00	58.1	68.6	50.3	0	0	645654	645654	645654.2	1026827	60.11497
8:51:00	59.1	69	51.3	0	0	812831	812831	812830.5	1030582	60.13083
8:52:00	54	58.7	51.3	0	0	251189	251189	251188.6	1030898	60.13216
8:53:00	59.2	66.7	51.3	0	0	831764	831764	831763.8	1030037	60.12853
8:54:00	54.8	57.9	51.3	0	0	301995	301995	301995.2	1018371	60.07906
8:55:00	63.3	75.1	52.3	0	0	2137962	2137962	2137962	1015436	60.06653
8:56:00	58.6	65.5	51.3	0	0	724436	724436	724436	983285.3	59.9268
8:57:00	64.9	73.7	51.3	0	0	3090295	3090295	3090295	974693.6	59.88868
8:58:00	57.4	67.5	52.3	0	0	549541	549541	549540.9	927995.4	59.67546
8:59:00	52.9	58.3	49.3	0	0	194984	194984	194984.5	923533.6	59.65453
9:00:00	58.2	65.8	49.3	0	0	660693	660693	660693.4	944935.7	59.75402
9:01:00	54.4	60.4	49.3	0	0	275423	275423	275422.9	938208.1	59.72299
9:02:00	55.1	62.6	50.3	0	0	323594	323594	323593.7	936650.6	59.71578
9:03:00	62.3	72.7	49.3	0	0	1698244	1698244	1698244	934582.8	59.70618
9:04:00	53.6	60.7	49.3	0	0	229087	229087	229086.8	912762.8	59.60358
9:05:00	56.8	63.6	50.3	0	0	478630	478630	478630.1	914095.2	59.60991
9:06:00	57.9	62.8	50.3	0	0	616595	616595	616595	909520.9	59.58813
9:07:00	62	69.5	51.3	0	0	1584893	1584893	1584893	907407.3	59.57802
9:08:00	54.7	60.7	50.3	0	0	295121	295121	295120.9	883888.8	59.46398
9:09:00	56.3	64.4	50.3	0	0	426580	426580	426579.5	886588.2	59.47722
9:10:00	54.2	66	50.3	0	0	263027	263027	263026.8	904130.4	59.56231
9:11:00	58	66.2	51.3	0	0	630957	630957	630957.3	918021.2	59.62853
9:12:00	57.6	64.7	51.3	0	0	575440	575440	575439.9	932731.3	59.69757
9:13:00	52.3	56.5	49.3	0	0	169824	169824	169824.4	926390.4	59.66794
9:14:00	55.4	58.8	51.3	0	0	346737	346737	346736.9	926663.5	59.66922
9:15:00	54.5	58.1	50.3	0	0	281838	281838	281838.3	923917.3	59.65633
9:16:00	61.7	70.3	51.3	0	0	1479108	1479108	1479108	943310.7	59.74655
9:17:00	56.8	65.2	50.3	0	0	478630	478630	478630.1	923809.4	59.65582
9:18:00	59.4	67.9	50.3	0	0	870964	870964	870963.6	918662.6	59.63156
9:19:00	53.1	56	51.3	0	0	204174	204174	204173.8	925617.4	59.66432
9:20:00	60.3	68.8	52.3	0	0	1071519	1071519	1071519	925617.4	59.66432
9:21:00	55.2	59.7	50.3	0	0	331131	331131	331131.1	921944.4	59.64705
9:22:00	52.9	55.2	50.3	0	0	194984	194984	194984.5	918726.2	59.63186
9:23:00	55.8	60.7	50.3	0	0	380189	380189	380189.4	919207.6	59.63414
9:24:00	53	55.5	50.3	0	0	199526	199526	199526.2	927725.3	59.67419
9:25:00	52.2	54.8	50.3	0	0	165959	165959	165958.7	927575.6	59.67349
9:26:00	54.7	62	50.3	0	0	295121	295121	295120.9	934623.7	59.70637
9:27:00	53.7	57.2	51.3	0	0	234423	234423	234422.9	936980.3	59.7173
9:28:00	52.7	54.7	50.3	0	0	186209	186209	186208.7	936176.7	59.71358
9:29:00	56	62	51.3	0	0	398107	398107	398107.2	935776.3	59.71172
9:30:00	53.8	55.7	52.3	0	0	239883	239883	239883.3	931907.1	59.69373
9:31:00	53.8	57.2	49.3	0	0	239883	239883	239883.3	934544.2	59.706
9:32:00	63.6	73.2	52.3	0	0	2290868	2290868	2290868	933509.9	59.70119
9:33:00	53.8	55.9	51.3	0	0	239883	239883	239883.3	898361.7	59.53451
9:34:00	55	61.6	51.3	0	0	316228	316228	316227.8	897766.5	59.53163
9:35:00	69.5	82.4	49.3	0	0	8912509	8912509	8912509	894454.2	59.51558
9:36:00	54.5	66.4	49.3	0	0	281838	281838	281838.3	749730.5	58.74905
9:37:00	54	58.3	50.3	0	0	251189	251189	251188.6	748764.4	58.74345

9:38:00	51.1	54.3	49.3	0	0	128825	128825	128825	747219.4	58.73448
9:39:00	56.4	64.7	49.3	0	0	436516	436516	436515.8	748718.6	58.74319
9:40:00	51.2	54.8	49.3	0	0	131826	131826	131825.7	743640.4	58.71363
9:41:00	53.4	58.7	50.3	0	0	218776	218776	218776.2	745350.4	58.7236
9:42:00	53.3	60.3	50.3	0	0	213796	213796	213796.2	745988.1	58.72732
9:43:00	53.8	56.4	52.3	0	0	239883	239883	239883.3	746331.9	58.72932
9:44:00	54.5	57.5	52.3	0	0	281838	281838	281838.3	745230.1	58.7229
9:45:00	54.8	60.4	52.3	0	0	301995	301995	301995.2	743363.2	58.71201
9:46:00	52.8	55.2	50.3	0	0	190546	190546	190546.1	742061.2	58.7044
9:47:00	53.3	57.5	50.3	0	0	213796	213796	213796.2	747433.1	58.73572
9:48:00	71.8	80.5	50.3	0	0	15135612	15135612	15135612	748056.3	58.73934
9:49:00	68.1	79.9	52.3	0	0	6456542	6456542	6456542	501443.5	57.00222
9:50:00	59.4	66.1	51.3	0	0	870964	870964	870963.6	410501.1	56.13314
9:51:00	59.2	66.7	50.3	0	0	831764	831764	831763.8	413437.2	56.1641
9:52:00	53	58.4	49.3	0	0	199526	199526	199526.2	407019.2	56.09615
9:53:00	51.2	54.3	48.3	0	0	131826	131826	131825.7	407880.3	56.10533
9:54:00	51	52.8	49.3	0	0	125893	125893	125892.5	411875.4	56.14766
9:55:00	53.2	56.4	50.3	0	0	208930	208930	208929.6	414367.6	56.17386
9:56:00	53.2	57.9	50.3	0	0	208930	208930	208929.6	413186.1	56.16146
9:57:00	54.6	61.2	51.3	0	0	288403	288403	288403.2	427156.1	56.30587
9:58:00	54.5	59.4	50.3	0	0	281838	281838	281838.3	457982	56.60848
9:59:00	61.7	72	52.3	0	0	1479108	1479108	1479108	461447.7	56.64123
10:00:00	54.1	59.1	51.3	0	0	257040	257040	257039.6	446610	56.49928
10:01:00	52.6	59.1	50.3	0	0	181970	181970	181970.1	448810.1	56.52063
10:02:00	53	56.4	50.3	0	0	199526	199526	199526.2	449259.4	56.52497
10:03:00	55.9	61.3	51.3	0	0	389045	389045	389045.1	449037.4	56.52283
10:04:00	54.9	58.4	52.3	0	0	309030	309030	309029.5	450348.9	56.53549
10:05:00	53.1	57.1	50.3	0	0	204174	204174	204173.8	447839.9	56.51123
10:06:00	56.9	64	50.3	0	0	489779	489779	489778.8	448721	56.51976
10:07:00	52.4	56.7	50.3	0	0	173780	173780	173780.1	447347.7	56.50645
10:08:00	56.6	62.1	52.3	0	0	457088	457088	457088.2	448835.2	56.52087
10:09:00	61.7	71.6	53.3	0	0	1479108	1479108	1479108	444392.8	56.47767
10:10:00	60.4	72.5	50.3	0	0	1096478	1096478	1096478	423472.2	56.26825
10:11:00	61.8	71.9	49.3	0	0	1513561	1513561	1513561	409195.6	56.11931
10:12:00	52.9	56.8	50.3	0	0	194984	194984	194984.5	389362.8	55.90354
10:13:00	52.7	55.6	49.3	0	0	186209	186209	186208.7	391383.5	55.92603
10:14:00	52.6	58	50.3	0	0	181970	181970	181970.1	393550.5	55.95
10:15:00	61.6	67.9	53.3	0	0	1445440	1445440	1445440	393414	55.9485
10:16:00	54.9	60.2	50.3	0	0	309030	309030	309029.5	375102.3	55.7415
10:17:00	52.3	58	48.3	0	0	169824	169824	169824.4	374043	55.72922
10:18:00	61.1	68.3	50.3	0	0	1288250	1288250	1288250	376860	55.7618
10:19:00	53.1	57.4	49.3	0	0	204174	204174	204173.8	359207.3	55.55345
10:20:00	59.3	66.5	49.3	0	0	851138	851138	851138	369043.2	55.67077
10:21:00	51.4	54.8	49.3	0	0	138038	138038	138038.4	360250.8	55.56605
10:22:00	53.5	58	51.3	0	0	223872	223872	223872.1	364286.6	55.61443
10:23:00	59.5	65.7	52.3	0	0	891251	891251	891250.9	366747.7	55.64367
10:24:00	52.8	55.5	51.3	0	0	190546	190546	190546.1	356926.7	55.52579
10:25:00	57.7	64.4	51.3	0	0	588844	588844	588843.7	360087.5	55.56408
10:26:00	56.4	62.6	51.3	0	0	436516	436516	436515.8	383527.8	55.83797
10:27:00	52.7	55.6	49.3	0	0	186209	186209	186208.7	379983.7	55.79765
10:28:00	52.1	55.6	50.3	0	0	162181	162181	162181	387396.2	55.88155
10:29:00	52.2	54.5	49.3	0	0	165959	165959	165958.7	389179.1	55.90149
10:30:00	56	62.3	49.3	0	0	398107	398107	398107.2	406450.8	56.09008
10:31:00	52.5	57.7	49.3	0	0	177828	177828	177827.9	411083.8	56.1393
10:32:00	52.6	55.8	49.3	0	0	181970	181970	181970.1	416866.8	56.19997
10:33:00	53.1	57.1	50.3	0	0	204174	204174	204173.8	418752.6	56.21958
10:34:00	50.7	53.6	49.3	0	0	117490	117490	117489.8	426110.6	56.29522
10:35:00	53.6	61.1	50.3	0	0	229087	229087	229086.8	430066	56.33535
10:36:00	53.5	60.5	49.3	0	0	223872	223872	223872.1	437778.4	56.41254
10:37:00	52	56.4	49.3	0	0	158489	158489	158489.3	438637.6	56.42106
10:38:00	53.4	57.8	51.3	0	0	218776	218776	218776.2	446512.1	56.49833
10:39:00	51.2	53	49.3	0	0	131826	131826	131825.7	447784.5	56.51069
10:40:00	53.7	58	49.3	0	0	234423	234423	234422.9	470239.2	56.72319
10:41:00	54.1	60.4	50.3	0	0	257040	257040	257039.6	475704.5	56.77337
10:42:00	53.7	56.3	50.3	0	0	234423	234423	234422.9	507053.2	57.05054
10:43:00	52.4	56	50.3	0	0	173780	173780	173780.1	530805.9	57.24936
10:44:00	52.3	55.2	50.3	0	0	169824	169824	169824.4	617414.9	57.90577
10:45:00	53.5	59.6	49.3	0	0	223872	223872	223872.1	623956.8	57.95155
10:46:00	57.1	64	50.3	0	0	512861	512861	512861.4	630986.5	58.0002
10:47:00	54	61.2	48.3	0	0	251189	251189	251188.6	629074	57.98702
10:48:00	55.3	62.7	49.3	0	0	338844	338844	338844.2	644469.1	58.09202
10:49:00	60	68	51.3	0	0	1000000	1000000	1000000	648864.4	58.12154
10:50:00	60.2	69.2	51.3	0	0	1047129	1047129	1047129	637590.9	58.04542
10:51:00	56.5	65.2	52.3	0	0	446684	446684	446683.6	640176.5	58.063
10:52:00	54	57.9	50.3	0	0	251189	251189	251188.6	640709	58.06661
10:53:00	55.7	62.7	50.3	0	0	371535	371535	371535.2	643157.6	58.08317
10:54:00	54.4	61.3	49.3	0	0	275423	275423	275422.9	642358.6	58.07778
10:55:00	51.4	55.6	49.3	0	0	138038	138038	138038.4	644252.3	58.09056
10:56:00	60.2	66.3	50.3	0	0	1047129	1047129	1047129	645949.7	58.10199
10:57:00	63.3	73.1	50.3	0	0	2137962	2137962	2137962	631823	58.00595
10:58:00	56.9	67.5	50.3	0	0	489779	489779	489778.8	600376.8	57.78424
10:59:00	57.7	64.7	50.3	0	0	588844	588844	588843.7	600009.4	57.78158
11:00:00	55.9	63.3	49.3	0	0	389045	389045	389045.1	604711.4	57.81548

11:01:00	53.2	58.3	50.3	0	0	208930	208930	208929.6	601790.6	57.79445
11:02:00	52.7	59.1	50.3	0	0	186209	186209	186208.7	602494.9	57.79953
11:03:00	56.7	62.1	50.3	0	0	467735	467735	467735.1	605170.4	57.81878
11:04:00	52	56	49.3	0	0	158489	158489	158489.3	604650	57.81504
11:05:00	54.1	59	50.3	0	0	257040	257040	257039.6	623479.4	57.94822
11:06:00	56.1	62.2	51.3	0	0	407380	407380	407380.3	624974.3	57.95862
11:07:00	54.2	59.1	51.3	0	0	263027	263027	263026.8	624098.2	57.95253
11:08:00	52.8	55.4	50.3	0	0	190546	190546	190546.1	626050.9	57.9661
11:09:00	53.5	55.5	51.3	0	0	223872	223872	223872.1	648688.8	58.12036
11:10:00	53.8	56.4	51.3	0	0	239883	239883	239883.3	656225.6	58.17053
11:11:00	55.1	60	50.3	0	0	323594	323594	323593.7	665466.4	58.23126
11:12:00	55	61.5	52.3	0	0	316228	316228	316227.8	668236.1	58.2493
11:13:00	55	59.1	51.3	0	0	316228	316228	316227.8	676512.8	58.30276
11:14:00	52.4	54.8	50.3	0	0	173780	173780	173780.1	684179.8	58.3517
11:15:00	55.4	61.6	51.3	0	0	346737	346737	346736.9	687062.4	58.36996
11:16:00	53.9	61.5	50.3	0	0	245471	245471	245470.9	686434	58.36599
11:17:00	55.3	60	52.3	0	0	338844	338844	338844.2	686249.8	58.36482
11:18:00	53.6	56.3	51.3	0	0	229087	229087	229086.8	685521.1	58.36021
11:19:00	59	63.5	54.3	0	0	794328	794328	794328.2	688492.7	58.37899
11:20:00	55.1	58.8	52.3	0	0	323594	323594	323593.7	678985.1	58.3186
11:21:00	55.8	61.5	52.3	0	0	380189	380189	380189.4	689879.1	58.38773
11:22:00	55.7	63.9	53.3	0	0	371535	371535	371535.2	692289.4	58.40288
11:23:00	54.8	58.7	51.3	0	0	301995	301995	301995.2	718594.6	58.56484
11:24:00	55.8	64.1	51.3	0	0	380189	380189	380189.4	736044.1	58.66904
11:25:00	63	69.6	53.3	0	0	1995262	1995262	1995262	737152.3	58.67557
11:26:00	53.5	59.6	51.3	0	0	223872	223872	223872.1	709811.5	58.51143
11:27:00	58	66.6	52.3	0	0	630957	630957	630957.3	711113.5	58.51939
11:28:00	54.3	58	51.3	0	0	269153	269153	269153.5	705990.8	58.48799
11:29:00	60.8	70	53.3	0	0	1202264	1202264	1202264	709123	58.50722
11:30:00	58.3	65.2	53.3	0	0	676083	676083	676083	696033.1	58.4263
11:31:00	57.2	63.1	51.3	0	0	524807	524807	524807.5	689915.6	58.38796
11:32:00	54.7	60.4	51.3	0	0	295121	295121	295120.9	688964.4	58.38197
11:33:00	58.1	62.5	52.3	0	0	645654	645654	645654.2	700712.4	58.4554
11:34:00	55.5	61.9	51.3	0	0	354813	354813	354813.4	694870.1	58.41904
11:35:00	58.4	66	52.3	0	0	691831	691831	691831	694870.1	58.41904
11:36:00	54.4	59.4	51.3	0	0	275423	275423	275422.9	690129.3	58.3893
11:37:00	58	64.8	52.3	0	0	630957	630957	630957.3	692328.6	58.40312
11:38:00	54.7	58.7	51.3	0	0	295121	295121	295120.9	687863.9	58.37503
11:39:00	61.7	69.6	52.3	0	0	1479108	1479108	1479108	692317.6	58.40305
11:40:00	57.5	60.8	54.3	0	0	562341	562341	562341.3	671757	58.27212
11:41:00	63.3	74.4	54.3	0	0	2137962	2137962	2137962	668163.6	58.24883
11:42:00	62.2	73.9	51.3	0	0	1659587	1659587	1659587	640508	58.06525
11:43:00	67.3	77.1	52.3	0	0	5370318	5370318	5370318	631122.9	58.00114
11:44:00	57.5	66.6	54.3	0	0	562341	562341	562341.3	548101.7	57.38861
11:45:00	58.1	61.3	52.3	0	0	645654	645654	645654.2	543999.8	57.35599
11:46:00	56	62.4	52.3	0	0	398107	398107	398107.2	538757.7	57.31394
11:47:00	60.7	69.2	51.3	0	0	1174898	1174898	1174898	542399.2	57.34319
11:48:00	57.8	69.5	51.3	0	0	602560	602560	602559.6	534348.1	57.27824
11:49:00	55.1	59.2	51.3	0	0	323594	323594	323593.7	534582	57.28014
11:50:00	60.8	68	51.3	0	0	1202264	1202264	1202264	547047.4	57.38025
11:51:00	56.8	62.4	51.3	0	0	478630	478630	478630.1	532657.1	57.26448
11:52:00	56	59.4	53.3	0	0	398107	398107	398107.2	529377.2	57.23765
11:53:00	55.1	60.8	51.3	0	0	323594	323594	323593.7	528934.4	57.23402
11:54:00	55.9	60.8	50.3	0	0	389045	389045	389045.1	529592.4	57.23942
11:55:00	53.8	57.6	49.3	0	0	239883	239883	239883.3	530383.6	57.2459
11:56:00	53	55.5	51.3	0	0	199526	199526	199526.2	563697.6	57.51046
11:57:00	54	61.9	50.3	0	0	251189	251189	251188.6	585023.9	57.67174
11:58:00	56.7	66.9	50.3	0	0	467735	467735	467735.1	586751	57.68454
11:59:00	59.4	66.5	51.3	0	0	870964	870964	870963.6	589716.3	57.70643
12:00:00	53.3	58	49.3	0	0	213796	213796	213796.2	584359.3	57.6668
12:01:00	54	57.1	50.3	0	0	251189	251189	251188.6	599931.9	57.78102
12:02:00	55.4	61.8	51.3	0	0	346737	346737	346736.9	601524.4	57.79253
12:03:00	56.4	61.1	52.3	0	0	436516	436516	436515.8	604293.1	57.81248
12:04:00	61.1	70	53.3	0	0	1288250	1288250	1288250	606608.5	57.82909
12:05:00	55.4	58.2	52.3	0	0	346737	346737	346736.9	590656.6	57.71335
12:06:00	55.5	59.9	52.3	0	0	354813	354813	354813.4	603577.9	57.80733
12:07:00	55.8	59.1	52.3	0	0	380189	380189	380189.4	605109.1	57.81834
12:08:00	61.9	71.1	52.3	0	0	1548817	1548817	1548817	603363	57.80579
12:09:00	58.3	68.3	51.3	0	0	676083	676083	676083	600555.8	57.78553
12:10:00	59	63.2	55.3	0	0	794328	794328	794328.2	597640.9	57.7644
12:11:00	56.9	59.6	54.3	0	0	489779	489779	489778.8	599602.2	57.77863
12:12:00	59.1	65.6	52.3	0	0	812831	812831	812830.5	597923.3	57.76646
12:13:00	58.9	67.2	53.3	0	0	776247	776247	776247.1	594892.1	57.74438
12:14:00	55.4	58.3	52.3	0	0	346737	346737	346736.9	589750.2	57.70668
12:15:00	54.9	59.6	52.3	0	0	309030	309030	309029.5	590919.1	57.71528
12:16:00	53.7	57.5	51.3	0	0	234423	234423	234422.9	599315.8	57.77656
12:17:00	54.7	57.9	51.3	0	0	295121	295121	295120.9	608346.2	57.84151
12:18:00	56.1	62.4	50.3	0	0	407380	407380	407380.3	612174.3	57.86875
12:19:00	53.5	59.1	50.3	0	0	223872	223872	223872.1	616652.7	57.90041
12:20:00	59.9	67.8	52.3	0	0	977237	977237	977237.2	621084.5	57.93151
12:21:00	57.2	64	52.3	0	0	524807	524807	524807.5	622249.3	57.93964
12:22:00	62.9	72.8	53.3	0	0	1949845	1949845	1949845	617988.4	57.9098
12:23:00	61.3	70.8	52.3	0	0	1348963	1348963	1348963	592766.3	57.72883

12:24:00	56.5	60.8	54.3	0	0	446684	446684	446683.6	579234.1	57.62854
12:25:00	55.5	63.6	52.3	0	0	354813	354813	354813.4	575607.5	57.60126
12:26:00	54.8	59.1	51.3	0	0	301995	301995	301995.2	574844.4	57.59555
12:27:00	55.1	62.9	51.3	0	0	323594	323594	323593.7	574617.9	57.59379
12:28:00	56.6	62.8	52.3	0	0	457088	457088	457088.2	575561.2	57.60091
12:29:00	56.2	59.1	53.3	0	0	416869	416869	416869.4	576689.8	57.60942
12:30:00	54.9	57.6	51.3	0	0	309030	309030	309029.5	575260.8	57.59865
12:31:00	56.7	59.7	53.3	0	0	467735	467735	467735.1	574201.5	57.59064
12:32:00	60	65.9	52.3	0	0	1000000	1000000	1000000	571212.7	57.56798
12:33:00	54.7	60.8	51.3	0	0	295121	295121	295120.9	559696.5	57.47953
12:34:00	55.5	62.3	52.3	0	0	354813	354813	354813.4	573052.4	57.58194
12:35:00	56.1	59.3	52.3	0	0	407380	407380	407380.3	573190.2	57.58299
12:36:00	56.1	59.6	53.3	0	0	407380	407380	407380.3	572314.1	57.57634
12:37:00	55.6	58.8	52.3	0	0	363078	363078	363078.1	571860.9	57.57229
12:38:00	57.5	63.6	52.3	0	0	562341	562341	562341.3	572599.3	57.57851
12:39:00	53.9	57.5	51.3	0	0	245471	245471	245470.9	568874.3	57.55016
12:40:00	55.4	60	52.3	0	0	346737	346737	346736.9	573733.7	57.5871
12:41:00	56.8	65.7	52.3	0	0	478630	478630	478630.1	574744.4	57.59475
12:42:00	60.4	67.9	51.3	0	0	1096478	1096478	1096478	572818.5	57.58017
12:43:00	55.9	62.4	51.3	0	0	389045	389045	389045.1	561988.6	57.49728
12:44:00	55	57.9	52.3	0	0	316228	316228	316227.8	566020.5	57.52832
12:45:00	55.2	60.4	51.3	0	0	331131	331131	331131.1	566397.4	57.53121
12:46:00	57.9	66.3	53.3	0	0	616595	616595	616595	571394.5	57.56936
12:47:00	58.4	69.5	53.3	0	0	691831	691831	691831	567169.2	57.53713
12:48:00	57.9	65.3	53.3	0	0	616595	616595	616595	564186.4	57.51423
12:49:00	60.3	70.4	54.3	0	0	1071519	1071519	1071519	559060.3	57.47459
12:50:00	55.3	58.7	53.3	0	0	338844	338844	338844.2	547685.7	57.38531
12:51:00	54.5	57.6	52.3	0	0	281838	281838	281838.3	548522.4	57.39194
12:52:00	55.7	62	53.3	0	0	371535	371535	371535.2	551269.8	57.41364
12:53:00	55.6	59.3	52.3	0	0	363078	363078	363078.1	551561.7	57.41594
12:54:00	56.4	60.1	53.3	0	0	436516	436516	436515.8	549794.4	57.402
12:55:00	63.5	68.3	57.3	0	0	2238721	2238721	2238721	550872.2	57.41051
12:56:00	61.7	68.9	53.3	0	0	1479108	1479108	1479108	517944	57.14283
12:57:00	55.5	62	53.3	0	0	354813	354813	354813.4	504822.7	57.03139
12:58:00	58.1	63.9	54.3	0	0	645654	645654	645654.2	506704.7	57.04755
12:59:00	57.4	63.1	54.3	0	0	549541	549541	549540.9	498646.8	56.97793
13:00:00	60.6	69.2	53.3	0	0	1148154	1148154	1148154	495971.9	56.95457
13:01:00	55.4	57.8	53.3	0	0	346737	346737	346736.9	506474	57.04557
13:02:00	57.1	64.8	53.3	0	0	512861	512861	512861.4	552200	57.42096
13:03:00	57.6	67.6	51.3	0	0	575440	575440	575439.9	548685.5	57.39324
13:04:00	55.2	58.8	53.3	0	0	331131	331131	331131.1	605446.1	57.82075
13:05:00	60.5	66.7	53.3	0	0	1122018	1122018	1122018	606562.3	57.82875
13:06:00	56.5	62	53.3	0	0	446684	446684	446683.6	602378.1	57.79869
13:07:00	54.4	58.3	51.3	0	0	275423	275423	275422.9	604524	57.81414
13:08:00	61.4	70	54.3	0	0	1380384	1380384	1380384	610694.6	57.85824
13:09:00	57	62.8	53.3	0	0	501187	501187	501187.2	592606.8	57.72767
13:10:00	59.6	64.3	54.3	0	0	912011	912011	912010.8	592801.4	57.72909
13:11:00	55.9	59.4	53.3	0	0	389045	389045	389045.1	585219.4	57.67319
13:12:00	58	64	53.3	0	0	630957	630957	630957.3	611989.6	57.86744
13:13:00	56.7	61.9	52.3	0	0	467735	467735	467735.1	606064.1	57.82519
13:14:00	56.2	59.1	54.3	0	0	416869	416869	416869.4	608784.4	57.84464
13:15:00	59.1	65.2	53.3	0	0	812831	812831	812830.5	607355.5	57.83443
13:16:00	58.9	66.5	54.3	0	0	776247	776247	776247.1	599721.9	57.7795
13:17:00	57.2	65.4	53.3	0	0	524807	524807	524807.5	604236.5	57.81207
13:18:00	58.3	64.7	52.3	0	0	676083	676083	676083	601682	57.79367
13:19:00	56.9	63.1	52.3	0	0	489779	489779	489778.8	595220.7	57.74678
13:20:00	60.2	66.7	54.3	0	0	1047129	1047129	1047129	592705.1	57.72839
13:21:00	54.3	58.4	52.3	0	0	269153	269153	269153.5	579636.7	57.63156
13:22:00	56.4	61.6	53.3	0	0	436516	436516	436515.8	582769	57.65496
13:23:00	57.3	61.5	54.3	0	0	537032	537032	537031.8	580412.4	57.63737
13:24:00	53.6	55.9	52.3	0	0	229087	229087	229086.8	578409.7	57.62236
13:25:00	54.9	56.8	52.3	0	0	309030	309030	309029.5	580783.8	57.64015
13:26:00	54.6	59.5	51.3	0	0	288403	288403	288403.2	580017.1	57.63441
13:27:00	55.8	61.2	52.3	0	0	380189	380189	380189.4	581261.7	57.64372
13:28:00	57.2	64	52.3	0	0	524807	524807	524807.5	579411.1	57.62987
13:29:00	55.2	58.4	52.3	0	0	331131	331131	331131.1	575048.1	57.59704
13:30:00	53.9	57.9	51.3	0	0	245471	245471	245470.9	573715.7	57.58697
13:31:00	54.6	59.1	52.3	0	0	288403	288403	288403.2	577242.7	57.61358
13:32:00	54.9	61.3	51.3	0	0	309030	309030	309029.5	577026.3	57.61196
13:33:00	60.4	73.9	50.3	0	0	1096478	1096478	1096478	576259.6	57.60618
13:34:00	55.6	61.5	50.3	0	0	363078	363078	363078.1	563632.4	57.50996
13:35:00	55.5	60.9	52.3	0	0	354813	354813	354813.4	592402.7	57.72617
13:36:00	55.8	59.7	52.3	0	0	380189	380189	380189.4	593437	57.73375
13:37:00	56.1	62.3	52.3	0	0	407380	407380	407380.3	593735.6	57.73593
13:38:00	55.3	60.8	52.3	0	0	338844	338844	338844.2	594564.1	57.74199
13:39:00	57.3	63.9	53.3	0	0	537032	537032	537031.8	594830.2	57.74393
13:40:00	56.1	61.2	53.3	0	0	407380	407380	407380.3	591931	57.72271
13:41:00	55.6	57.9	53.3	0	0	363078	363078	363078.1	591054.9	57.71628
13:42:00	56.5	60.8	52.3	0	0	446684	446684	446683.6	591054.9	57.71628
13:43:00	58	64.4	52.3	0	0	630957	630957	630957.3	588760.6	57.69939
13:44:00	55.3	59.1	52.3	0	0	338844	338844	338844.2	584296	57.66633
13:45:00	58	71.9	52.3	0	0	630957	630957	630957.3	584699.9	57.66933
13:46:00	55.6	60.4	52.3	0	0	363078	363078	363078.1	579454.4	57.63019

13:47:00	57.1	62.1	53.3	0	0	512861	512861	512861.4	599818	57.78019
13:48:00	54.9	61.3	52.3	0	0	309030	309030	309029.5	597754.4	57.76523
13:49:00	55.9	58.8	51.3	0	0	389045	389045	389045.1	604959	57.81726
13:50:00	55.9	59.5	51.3	0	0	389045	389045	389045.1	605584.6	57.82175
13:51:00	56.5	62.7	52.3	0	0	446684	446684	446683.6	605437	57.82069
13:52:00	55.9	61.7	51.3	0	0	389045	389045	389045.1	601899.3	57.79524
13:53:00	54.1	59.2	51.3	0	0	257040	257040	257039.6	601607.5	57.79313
13:54:00	57	63.6	53.3	0	0	501187	501187	501187.2	603807.6	57.80899
13:55:00	54.2	57	52.3	0	0	263027	263027	263026.8	616436.6	57.89888
13:56:00	58.4	63.8	53.3	0	0	691831	691831	691831	632557.3	58.011
13:57:00	56.7	64.4	52.3	0	0	467735	467735	467735.1	626060	57.96616
13:58:00	52.1	56.3	50.3	0	0	162181	162181	162181	622854.8	57.94387
13:59:00	55.9	60.5	51.3	0	0	389045	389045	389045.1	625070.5	57.95929
14:00:00	62.5	72.3	52.3	0	0	1778279	1778279	1778279	627958.7	57.97931
14:01:00	64.9	72.7	53.3	0	0	3090295	3090295	3090295	603839.6	57.80922
14:02:00	54.8	60	52.3	0	0	301995	301995	301995.2	568622	57.54824
14:03:00	66	75.2	54.3	0	0	3981072	3981072	3981072	639770.1	58.06024
14:04:00	56	62.3	52.3	0	0	398107	398107	398107.2	577904.8	57.61856
14:05:00	59.4	69.6	52.3	0	0	870964	870964	870963.6	580428.7	57.63749
14:06:00	57.6	69.6	50.3	0	0	575440	575440	575439.9	573187.9	57.58297
14:07:00	58.1	66.4	53.3	0	0	645654	645654	645654.2	570706.9	57.56413
14:08:00	54.7	59.7	52.3	0	0	295121	295121	295120.9	577804.6	57.61781
14:09:00	57.1	63.1	52.3	0	0	512861	512861	512861.4	580504.1	57.63805
14:10:00	56.6	61.6	52.3	0	0	457088	457088	457088.2	576875.1	57.61082
14:11:00	63	70.3	53.3	0	0	1995262	1995262	1995262	576204.7	57.60577
14:12:00	54.4	58.6	52.3	0	0	275423	275423	275422.9	578583.1	57.62366
14:13:00	58	64	53.3	0	0	630957	630957	630957.3	586347.9	57.68155
14:14:00	55.2	58.6	51.3	0	0	331131	331131	331131.1	582779.7	57.65504
14:15:00	55.5	59.5	52.3	0	0	354813	354813	354813.4	582411.4	57.6523
14:16:00	60.2	65.9	53.3	0	0	1047129	1047129	1047129	615568.3	57.89276
14:17:00	55.7	59.9	51.3	0	0	371535	371535	371535.2	603034.8	57.80342
14:18:00	54.6	58.7	51.3	0	0	288403	288403	288403.2	603326.7	57.80553
14:19:00	55.3	60.5	52.3	0	0	338844	338844	338844.2	603790.4	57.80886
14:20:00	54.2	58.6	52.3	0	0	263027	263027	263026.8	603293.5	57.80529
14:21:00	56.6	61.9	51.3	0	0	457088	457088	457088.2	603607	57.80754
14:22:00	54.7	61.5	52.3	0	0	295121	295121	295120.9	603098.5	57.80388
14:23:00	56.2	59.1	51.3	0	0	416869	416869	416869.4	602877.2	57.80229
14:24:00	55.7	61.5	50.3	0	0	371535	371535	371535.2	621155.4	57.932
14:25:00	54.2	57.2	52.3	0	0	263027	263027	263026.8	617793.5	57.90843
14:26:00	55.6	59.2	52.3	0	0	363078	363078	363078.1	617316.8	57.90508
14:27:00	54.3	58.4	51.3	0	0	269153	269153	269153.5	615083.6	57.88934
14:28:00	54.2	58.4	50.3	0	0	263027	263027	263026.8	614881.7	57.88792
14:29:00	54	57.5	51.3	0	0	251189	251189	251188.6	683250.6	58.3458
14:30:00	56.6	61.8	52.3	0	0	457088	457088	457088.2	686508.8	58.36646
14:31:00	54.4	59.2	52.3	0	0	275423	275423	275422.9	683697.4	58.34864
14:32:00	54.2	59.2	52.3	0	0	263027	263027	263026.8	684500.2	58.35374
14:33:00	55.3	60.5	51.3	0	0	338844	338844	338844.2	686452.9	58.36611
14:34:00	63.2	72.1	51.3	0	0	2089296	2089296	2089296	684896.7	58.35625
14:35:00	56.2	59.5	54.3	0	0	416869	416869	416869.4	659447.5	58.1918
14:36:00	56	61.9	52.3	0	0	398107	398107	398107.2	657090	58.17625
14:37:00	56.6	62.9	52.3	0	0	457088	457088	457088.2	655973.8	58.16886
14:38:00	55.5	59.4	52.3	0	0	354813	354813	354813.4	653506.1	58.1525
14:39:00	55.6	61.1	53.3	0	0	363078	363078	363078.1	654076.7	58.15629
14:40:00	55.5	59.5	53.3	0	0	354813	354813	354813.4	653544.2	58.15275
14:41:00	55.6	59.9	52.3	0	0	363078	363078	363078.1	652437.4	58.14539
14:42:00	54.9	58.7	52.3	0	0	309030	309030	309029.5	650477.2	58.13232
14:43:00	55.6	57.9	53.3	0	0	363078	363078	363078.1	650360	58.13154
14:44:00	55.6	60.1	53.3	0	0	363078	363078	363078.1	651098.4	58.13647
14:45:00	55	60.9	52.3	0	0	316228	316228	316227.8	651098.4	58.13647
14:46:00	62	71.3	52.3	0	0	1584893	1584893	1584893	656839.5	58.17459
14:47:00	55.9	61.1	52.3	0	0	389045	389045	389045.1	641955.1	58.07505
14:48:00	58.7	66.9	53.3	0	0	741310	741310	741310.2	645747.6	58.10063
14:49:00	56.3	62.1	53.3	0	0	426580	426580	426579.5	638662.9	58.05272
14:50:00	55.8	59.3	53.3	0	0	380189	380189	380189.4	637466.8	58.04458
14:51:00	53.7	56.7	51.3	0	0	234423	234423	234422.9	636163.6	58.03569
14:52:00	55.7	61.5	52.3	0	0	371535	371535	371535.2	643524.6	58.08565
14:53:00	55.9	61.5	52.3	0	0	389045	389045	389045.1	644607.6	58.09295
14:54:00	61	68	55.3	0	0	1258925	1258925	1258925	648639.4	58.12003
14:55:00	60.9	67.7	54.3	0	0	1230269	1230269	1230269	632143.2	58.00815
14:56:00	54.8	59.9	51.3	0	0	301995	301995	301995.2	622154.7	57.93898
14:57:00	54.4	58.6	50.3	0	0	275423	275423	275422.9	634176.3	58.0221
14:58:00	54.7	57.9	51.3	0	0	295121	295121	295120.9	636221.1	58.03608
14:59:00	57.5	67.1	51.3	0	0	562341	562341	562341.3	636949.8	58.04105
15:00:00	55.2	60.2	52.3	0	0	331131	331131	331131.1	632496.1	58.01058
15:01:00	59.9	73.7	53.3	0	0	977237	977237	977237.2	648948.2	58.1221
15:02:00	66.6	76.7	53.3	0	0	4570882	4570882	4570882	637146.8	58.0424
15:03:00	54.3	60.3	51.3	0	0	269153	269153	269153.5	570337.8	57.56132
15:04:00	57.4	64.7	52.3	0	0	549541	549541	549540.9	573127.2	57.58251
15:05:00	56.4	61.2	53.3	0	0	436516	436516	436515.8	569615.6	57.55582
15:06:00	56.3	66	51.3	0	0	426580	426580	426579.5	570503.3	57.56258
15:07:00	60.3	67.6	52.3	0	0	1071519	1071519	1071519	570668.9	57.56384
15:08:00	56.6	61.8	53.3	0	0	457088	457088	457088.2	560605.8	57.48658
15:09:00	54.7	57.5	52.3	0	0	295121	295121	295120.9	564786.8	57.51885

15:10:00	56.2	59	54.3	0	0	416869	416869	416869.4	568221.2	57.54517
15:11:00	63.3	73.1	53.3	0	0	2137962	2137962	2137962	570864.1	57.56533
15:12:00	58.7	69.6	52.3	0	0	741310	741310	741310.2	540624.6	57.32896
15:13:00	56.2	68.4	51.3	0	0	416869	416869	416869.4	539281	57.31815
15:14:00	54.9	59.6	52.3	0	0	309030	309030	309029.5	542849.1	57.34679
15:15:00	63.7	71.5	51.3	0	0	2344229	2344229	2344229	586885.4	57.68553
15:16:00	54.7	59.1	51.3	0	0	295121	295121	295120.9	560457.9	57.48543
15:17:00	55.9	61.2	52.3	0	0	389045	389045	389045.1	564086.9	57.51346
15:18:00	55	56.4	53.3	0	0	316228	316228	316227.8	562996.1	57.50505
15:19:00	54.9	59.6	52.3	0	0	309030	309030	309029.5	564515.3	57.51676
15:20:00	54.5	59.4	52.3	0	0	281838	281838	281838.3	577639.4	57.61657
15:21:00	56.3	61.2	52.3	0	0	426580	426580	426579.5	586489.3	57.6826
15:22:00	54.5	58	52.3	0	0	281838	281838	281838.3	585158.6	57.67274
15:23:00	61.8	70	50.3	0	0	1513561	1513561	1513561	619531.8	57.92064
15:24:00	52.3	56	50.3	0	0	169824	169824	169824.4	603052.5	57.80355
15:25:00	53.7	58	50.3	0	0	234423	234423	234422.9	659357.7	58.19121
15:26:00	53.6	55.9	50.3	0	0	229087	229087	229086.8	695431.2	58.42254
15:27:00	54.1	58.9	51.3	0	0	257040	257040	257039.6	702374	58.46568
15:28:00	66.4	74.7	53.3	0	0	4365158	4365158	4365158	708605.9	58.50405
15:29:00	56.5	61.6	53.3	0	0	446684	446684	446683.6	647121.4	58.10986
15:30:00	54.6	60.4	52.3	0	0	288403	288403	288403.2	658376.9	58.18475
15:31:00	55.1	60.2	51.3	0	0	323594	323594	323593.7	667117.4	58.24202
15:32:00	55.8	62	51.3	0	0	380189	380189	380189.4	670077.3	58.26125
15:33:00	53.9	58.7	51.3	0	0	245471	245471	245470.9	706580.7	58.49162
15:34:00	57.5	68.3	51.3	0	0	562341	562341	562341.3	738952.2	58.68616
15:35:00	54.4	63.9	51.3	0	0	275423	275423	275422.9	759908.2	58.80761
15:36:00	55.2	59.1	51.3	0	0	331131	331131	331131.1	760124.6	58.80885
15:37:00	54.9	61.1	51.3	0	0	309030	309030	309029.5	761715.4	58.81793
15:38:00	55.9	64	51.3	0	0	389045	389045	389045.1	764360.5	58.83298
15:39:00	55.2	59.5	51.3	0	0	331131	331131	331131.1	771739.1	58.87471
15:40:00	54.6	60.4	50.3	0	0	288403	288403	288403.2	789762.6	58.97497
15:41:00	53.9	57.2	52.3	0	0	245471	245471	245470.9	1074589	60.31243
15:42:00	54.8	58.8	51.3	0	0	301995	301995	301995.2	1102996	60.42574
15:43:00	56.1	62.8	50.3	0	0	407380	407380	407380.3	1124377	60.50912
15:44:00	55.6	61.1	52.3	0	0	363078	363078	363078.1	1313404	61.18398
15:45:00	58.2	62.6	53.3	0	0	660693	660693	660693.4	1315330	61.19035
15:46:00	58.4	66.1	53.3	0	0	691831	691831	691831	1323900	61.21855
15:47:00	57.9	66.1	50.3	0	0	616595	616595	616595	1319644	61.20457
15:48:00	55	60.4	51.3	0	0	316228	316228	316227.8	1318527	61.20089
15:49:00	55.5	59.7	51.3	0	0	354813	354813	354813.4	1323070	61.21583
15:50:00	54.8	61.9	51.3	0	0	301995	301995	301995.2	1332711	61.24736
15:51:00	58.3	64.3	53.3	0	0	676083	676083	676083	1343965	61.28388
15:52:00	56.4	60.3	53.3	0	0	436516	436516	436515.8	1341856	61.27706
15:53:00	58	62	54.3	0	0	630957	630957	630957.3	1344172	61.28455
15:54:00	54.3	60.7	51.3	0	0	269153	269153	269153.5	1344924	61.28698
15:55:00	58	64.3	51.3	0	0	630957	630957	630957.3	1351449	61.308
15:56:00	60.1	67.2	52.3	0	0	1023293	1023293	1023293	1348911	61.29983
15:57:00	56	63.4	51.3	0	0	398107	398107	398107.2	1347410	61.295
15:58:00	55.3	61.7	52.3	0	0	338844	338844	338844.2	1351786	61.30908
15:59:00	54.7	63.3	50.3	0	0	295121	295121	295120.9	1396471	61.45032
16:00:00	61.2	68.1	52.3	0	0	1318257	1318257	1318257	1485276	61.71807
16:01:00	54.3	58.8	52.3	0	0	269153	269153	269153.5	1474836	61.68744
16:02:00	57.5	63	52.3	0	0	562341	562341	562341.3	1489932	61.73166
16:03:00	56.4	60.4	54.3	0	0	436516	436516	436515.8	1493798	61.74292
16:04:00	55.3	59.7	52.3	0	0	338844	338844	338844.2	1498053	61.75527
16:05:00	56.9	61.5	51.3	0	0	489779	489779	489778.8	1512910	61.79813
16:06:00	56.4	62.1	52.3	0	0	436516	436516	436515.8	1522606	61.82588
16:07:00	56.7	62	52.3	0	0	467735	467735	467735.1	1529194	61.84462
16:08:00	58.5	64.6	53.3	0	0	707946	707946	707945.8	1536952	61.8666
16:09:00	57	61.5	53.3	0	0	501187	501187	501187.2	1539016	61.87243
16:10:00	57.6	63.9	51.3	0	0	575440	575440	575439.9	1544210	61.88706
16:11:00	55.1	59.9	52.3	0	0	323594	323594	323593.7	1546418	61.89327
16:12:00	58.2	61.1	55.3	0	0	660693	660693	660693.4	1558477	61.927
16:13:00	58	66.9	54.3	0	0	630957	630957	630957.3	1573279	61.96806
16:14:00	64.7	72.7	55.3	0	0	2951209	2951209	2951209	1581899	61.99179
16:15:00	58.8	66	54.3	0	0	758578	758578	758577.6	1549000	61.90051
16:16:00	57.1	62.3	53.3	0	0	512861	512861	512861.4	1548156	61.89815
16:17:00	55.1	60.7	53.3	0	0	323594	323594	323593.7	1576920	61.9781
16:18:00	56.1	59.9	53.3	0	0	407380	407380	407380.3	1585713	62.00224
16:19:00	60.4	68	52.3	0	0	1096478	1096478	1096478	1595210	62.02818
16:20:00	59.1	69.2	51.3	0	0	812831	812831	812830.5	1596517	62.03174
16:21:00	55.4	60.5	52.3	0	0	346737	346737	346736.9	1595613	62.02928
16:22:00	63.7	71.9	55.3	0	0	2344229	2344229	2344229	1632674	62.12899
16:23:00	57.2	63.9	54.3	0	0	524807	524807	524807.5	1607151	62.06057
16:24:00	65.5	72.9	53.3	0	0	3548134	3548134	3548134	1612920	62.07613
16:25:00	63.8	71.1	54.3	0	0	2398833	2398833	2398833	1569339	61.95717
16:26:00	58.1	64.5	53.3	0	0	645654	645654	645654.2	1542597	61.88252
16:27:00	58	65.5	55.3	0	0	630957	630957	630957.3	1542847	61.88323
16:28:00	58.3	62.3	55.3	0	0	676083	676083	676083	1541922	61.88062
16:29:00	60.5	70.4	55.3	0	0	1122018	1122018	1122018	1543893	61.88617
16:30:00	59.1	65.7	53.3	0	0	812831	812831	812830.5	1554831	61.91683
16:31:00	57	61.2	52.3	0	0	501187	501187	501187.2	1560865	61.93365
16:32:00	64.1	73.5	54.3	0	0	2570396	2570396	2570396	1558848	61.92804

16:33:00	63.4	72.5	55.3	0	0	2187762	2187762	2187762	1534709	61.86026
16:34:00	62.6	75.1	52.3	0	0	1819701	1819701	1819701	1511793	61.79492
16:35:00	54.6	57.7	52.3	0	0	288403	288403	288403.2	1491056	61.73494
16:36:00	56.3	61.5	53.3	0	0	426580	426580	426579.5	1504524	61.77399
16:37:00	56.7	62	53.3	0	0	467735	467735	467735.1	1504049	61.77262
16:38:00	59.2	67.9	53.3	0	0	831764	831764	831763.8	1516758	61.80916
16:39:00	61.5	73.2	54.3	0	0	1412538	1412538	1412538	1552082	61.90915
16:40:00	72.4	82.3	55.3	0	0	17378008	17378008	17378008	1545206	61.88986
16:41:00	62.9	73.7	54.3	0	0	1949845	1949845	1949845	1292885	61.11156
16:42:00	62	68	58.3	0	0	1584893	1584893	1584893	1271148	61.04196
16:43:00	70.7	75.9	59.3	0	0	11748976	11748976	11748976	1258281	60.99778
16:44:00	56.8	62	54.3	0	0	478630	478630	478630.1	1130361	60.53217
16:45:00	60.7	67.8	52.3	0	0	1174898	1174898	1174898	1139836	60.56842
16:46:00	56.4	61.8	52.3	0	0	436516	436516	436515.8	1131523	60.53663
16:47:00	57.4	59.5	54.3	0	0	549541	549541	549540.9	1130882	60.53417
16:48:00	57.7	62.5	52.3	0	0	588844	588844	588843.7	1137640	60.56005
16:49:00	59.7	66.1	54.3	0	0	933254	933254	933254.3	1135621	60.55234
16:50:00	59.9	64.9	57.3	0	0	977237	977237	977237.2	1129881	60.53033
16:51:00	57.4	61.5	53.3	0	0	549541	549541	549540.9	1136077	60.55408
16:52:00	57.6	62	54.3	0	0	575440	575440	575439.9	1133402	60.54384
16:53:00	58.3	61.6	55.3	0	0	676083	676083	676083	1130759	60.5337
16:54:00	58.2	63.6	53.3	0	0	660693	660693	660693.4	1128441	60.52479
16:55:00	56.8	61.1	52.3	0	0	478630	478630	478630.1	1126177	60.51607
16:56:00	59.7	65.9	54.3	0	0	933254	933254	933254.3	1127358	60.52062
16:57:00	58.2	63.9	53.3	0	0	660693	660693	660693.4	1122081	60.50024
16:58:00	64.8	74.8	57.3	0	0	3019952	3019952	3019952	1128928	60.52666
16:59:00	67.5	75.2	54.3	0	0	5623413	5623413	5623413	1091238	60.3792
17:00:00	58.4	64.5	54.3	0	0	691831	691831	691831	1006062	60.02625
17:01:00	60.7	68.8	56.3	0	0	1174898	1174898	1174898	1010449	60.04514
17:02:00	59	63.6	54.3	0	0	794328	794328	794328.2	1001878	60.00815
17:03:00	58.4	62	54.3	0	0	691831	691831	691831	1002187	60.00949
17:04:00	60.9	66	55.3	0	0	1230269	1230269	1230269	999606.8	59.99829
17:05:00	60.3	65.2	57.3	0	0	1071519	1071519	1071519	987265.3	59.94434
17:06:00	59.2	62.4	57.3	0	0	831764	831764	831763.8	982645.5	59.92397
17:07:00	59.7	63.7	55.3	0	0	933254	933254	933254.3	1004415	60.01913
17:08:00	59.2	61.6	56.3	0	0	831764	831764	831763.8	999872.8	59.99945
17:09:00	59.1	62	55.3	0	0	812831	812831	812830.5	1007981	60.03452
17:10:00	58.5	60.8	56.3	0	0	707946	707946	707945.8	1019086	60.08211
17:11:00	60.2	65.1	57.3	0	0	1047129	1047129	1047129	1016033	60.06908
17:12:00	61.9	66.1	58.3	0	0	1548817	1548817	1548817	1005065	60.02194
17:13:00	60.6	65.8	57.3	0	0	1148154	1148154	1148154	986041.3	59.93895
17:14:00	59.9	68.9	56.3	0	0	977237	977237	977237.2	980144.2	59.9129
17:15:00	58.5	67.2	54.3	0	0	707946	707946	707945.8	971834.1	59.87592
17:16:00	63.5	71.1	54.3	0	0	2238721	2238721	2238721	976322.3	59.89593
17:17:00	59.3	65.2	56.3	0	0	851138	851138	851138	955297.6	59.80139
17:18:00	59.9	64.4	55.3	0	0	977237	977237	977237.2	1010590	60.04575
17:19:00	60.7	68.7	54.3	0	0	1174898	1174898	1174898	1005064	60.02194
17:20:00	58.8	62	55.3	0	0	758578	758578	758577.6	995998.1	59.98259
17:21:00	64.1	70.8	55.3	0	0	2570396	2570396	2570396	989406.5	59.95375
17:22:00	59.1	63.7	55.3	0	0	812831	812831	812830.5	977601.3	59.90162
17:23:00	59.4	64.1	54.3	0	0	870964	870964	870963.6	974096.8	59.88602
17:24:00	59.7	68.9	54.3	0	0	933254	933254	933254.3	967198.9	59.85516
17:25:00	59	65.2	54.3	0	0	794328	794328	794328.2	963999.8	59.84077
17:26:00	58.2	60.7	54.3	0	0	660693	660693	660693.4	958556.6	59.81618
17:27:00	57.6	61.5	53.3	0	0	575440	575440	575439.9	953881.5	59.79494
17:28:00	59	63.1	54.3	0	0	794328	794328	794328.2	999479.4	59.99774
17:29:00	62.5	70.4	54.3	0	0	1778279	1778279	1778279	1001441	60.00625
17:30:00	60.7	65.1	54.3	0	0	1174898	1174898	1174898	983601.9	59.92819
17:31:00	55.8	58.3	52.3	0	0	380189	380189	380189.4	977259	59.9001
17:32:00	60.5	68.8	53.3	0	0	1122018	1122018	1122018	980965.2	59.91654
17:33:00	59.1	65.2	56.3	0	0	812831	812831	812830.5	973276.5	59.88236
17:34:00	57.6	61.6	55.3	0	0	575440	575440	575439.9	967347.4	59.85582
17:35:00	60.4	65.9	55.3	0	0	1096478	1096478	1096478	1024108	60.10346
17:36:00	56	59.2	52.3	0	0	398107	398107	398107.2	1014381	60.06201
17:37:00	60.9	71.9	56.3	0	0	1230269	1230269	1230269	1016099	60.06936
17:38:00	64.7	73.3	54.3	0	0	2951209	2951209	2951209	1006110	60.02646
17:39:00	60	66.3	55.3	0	0	1000000	1000000	1000000	971109.3	59.87268
17:40:00	63.5	72.4	55.3	0	0	2238721	2238721	2238721	962990.3	59.83622
17:41:00	58.1	62.8	54.3	0	0	645654	645654	645654.2	935492.4	59.7104
17:42:00	59.1	63.2	53.3	0	0	812831	812831	812830.5	933279.1	59.70012
17:43:00	66.1	75.3	56.3	0	0	4073803	4073803	4073803	934932.1	59.7078
17:44:00	60.2	67.5	55.3	0	0	1047129	1047129	1047129	883702.1	59.46306
17:45:00	58.3	61.9	54.3	0	0	676083	676083	676083	873868.1	59.41446
17:46:00	56	59.1	53.3	0	0	398107	398107	398107.2	871147.7	59.40092
17:47:00	59.8	63.6	54.3	0	0	954993	954993	954992.6	871957.3	59.40495
17:48:00	56.7	60.7	54.3	0	0	467735	467735	467735.1	862524.9	59.35772
17:49:00	57.7	64.2	52.3	0	0	588844	588844	588843.7	934501	59.7058
17:50:00	61.3	65.7	54.3	0	0	1348963	1348963	1348963	932849.9	59.69812
17:51:00	55.9	59.6	53.3	0	0	389045	389045	389045.1	944396.2	59.75154
17:52:00	56.2	59.1	53.3	0	0	416869	416869	416869.4	947954.7	59.76788
17:53:00	57.3	62.9	53.3	0	0	537032	537032	537031.8	949753.7	59.77611
17:54:00	57.2	60	53.3	0	0	524807	524807	524807.5	947592.8	59.76622
17:55:00	57.4	60.2	54.3	0	0	549541	549541	549540.9	954400.3	59.79731

17:56:00	57.9	64.5	53.3	0	0	616595	616595	616595	967212.2	59.85522
17:57:00	60.3	69.5	52.3	0	0	1071519	1071519	1071519	969290.8	59.86454
17:58:00	58.8	64.4	54.3	0	0	758578	758578	758577.6	957624.4	59.81195
17:59:00	57.1	62.4	52.3	0	0	512861	512861	512861.4	951616.6	59.78462
18:00:00	59.8	64.8	53.3	0	0	954993	954993	954992.6	946800.1	59.76258
18:01:00	58.2	63.6	53.3	0	0	660693	660693	660693.4	939236.6	59.72775
18:02:00	59.1	63.2	55.3	0	0	812831	812831	812830.5	934276.4	59.70475
18:03:00	57.3	62	54.3	0	0	537032	537032	537031.8	931245.2	59.69064
18:04:00	56.9	60.8	54.3	0	0	489779	489779	489778.8	941430.5	59.73788
18:05:00	59	63.2	54.3	0	0	794328	794328	794328.2	944279.1	59.751
18:06:00	63.3	73.4	55.3	0	0	2137962	2137962	2137962	987514.3	59.94543
18:07:00	58.2	63.6	54.3	0	0	660693	660693	660693.4	959677.2	59.82125
18:08:00	61.2	70.4	56.3	0	0	1318257	1318257	1318257	1038171	60.16269
18:09:00	61.7	70.3	52.3	0	0	1479108	1479108	1479108	1028555	60.12228
18:10:00	57.2	62.9	53.3	0	0	524807	524807	524807.5	1016259	60.07004
18:11:00	55.9	61.6	52.3	0	0	389045	389045	389045.1	1014621	60.06304
18:12:00	56.1	59.4	53.3	0	0	407380	407380	407380.3	1015085	60.06502
18:13:00	59	67.2	53.3	0	0	794328	794328	794328.2	1014632	60.06309
18:14:00	56.8	62.8	53.3	0	0	478630	478630	478630.1	1010984	60.04744
18:15:00	59.9	68	53.3	0	0	977237	977237	977237.2	1010625	60.0459
18:16:00	59.9	66.7	54.3	0	0	977237	977237	977237.2	1004853	60.02103
18:17:00	66.2	75.2	53.3	0	0	4168694	4168694	4168694	1017530	60.07547
18:18:00	58.1	65	52.3	0	0	645654	645654	645654.2	958567.3	59.81623
18:19:00	58	61.3	54.3	0	0	630957	630957	630957.3	1487129	61.72349
18:20:00	55.6	59.6	51.3	0	0	363078	363078	363078.1	1512246	61.79622
18:21:00	62.7	72.5	55.3	0	0	1862087	1862087	1862087	1524053	61.83
18:22:00	57.8	63.4	53.3	0	0	602560	602560	602559.6	1515501	61.80556
18:23:00	56.6	61.5	53.3	0	0	457088	457088	457088.2	1513812	61.80072
18:24:00	58.7	63.9	54.3	0	0	741310	741310	741310.2	1515566	61.80575
18:25:00	56.7	63.5	52.3	0	0	467735	467735	467735.1	1510000	61.78977
18:26:00	55.8	58.4	52.3	0	0	380189	380189	380189.4	1521341	61.82226
18:27:00	65.2	72.3	54.3	0	0	3311311	3311311	3311311	1530921	61.84953
18:28:00	59.6	64.8	54.3	0	0	912011	912011	912010.8	1483177	61.71193
18:29:00	58.5	61.1	56.3	0	0	707946	707946	707945.8	1484643	61.71622
18:30:00	59	63.4	53.3	0	0	794328	794328	794328.2	1482887	61.71108
18:31:00	57.8	63.1	52.3	0	0	602560	602560	602559.6	1475427	61.68918
18:32:00	58.2	63.9	51.3	0	0	660693	660693	660693.4	1473003	61.68204
18:33:00	56.6	59.2	52.3	0	0	457088	457088	457088.2	1470539	61.67476
18:34:00	66	73.5	55.3	0	0	3981072	3981072	3981072	1473197	61.68261
18:35:00	57.1	61.3	53.3	0	0	512861	512861	512861.4	1418114	61.51711
18:36:00	57	59.6	53.3	0	0	501187	501187	501187.2	1418517	61.51834
18:37:00	58	61.3	54.3	0	0	630957	630957	630957.3	1419114	61.52017
18:38:00	59.3	64.4	54.3	0	0	851138	851138	851138	1414117	61.50485
18:39:00	57.1	59.9	54.3	0	0	512861	512861	512861.4	1414786	61.50691
18:40:00	57.7	64	52.3	0	0	588844	588844	588843.7	1417769	61.51605
18:41:00	57.1	63.1	53.3	0	0	512861	512861	512861.4	1422140	61.52942
18:42:00	59.6	63.6	54.3	0	0	912011	912011	912010.8	1424604	61.53694
18:43:00	60	64.4	54.3	0	0	1000000	1000000	1000000	1413890	61.50416
18:44:00	56.6	61.6	53.3	0	0	457088	457088	457088.2	1410160	61.49269
18:45:00	57.1	62.3	53.3	0	0	512861	512861	512861.4	1443454	61.59403
18:46:00	56.5	59.7	52.3	0	0	446684	446684	446683.6	1468935	61.67003
18:47:00	55.9	59.6	52.3	0	0	389045	389045	389045.1	1475676	61.68991
18:48:00	66.8	74.8	53.3	0	0	4786301	4786301	4786301	1486247	61.72091
18:49:00	56.9	60.3	52.3	0	0	489779	489779	489778.8	1418549	61.51844
18:50:00	63.1	70.7	53.3	0	0	2041738	2041738	2041738	1421654	61.52794
18:51:00	57.8	70.8	53.3	0	0	602560	602560	602559.6	1412277	61.4992
18:52:00	57.2	62.7	52.3	0	0	524807	524807	524807.5	1411185	61.49584
18:53:00	56.1	60.3	52.3	0	0	407380	407380	407380.3	1448342	61.60871
18:54:00	59.7	66.3	54.3	0	0	933254	933254	933254.3	1447200	61.60529
18:55:00	61.2	71.4	54.3	0	0	1318257	1318257	1318257	1436029	61.57163
18:56:00	58.7	70.3	52.3	0	0	741310	741310	741310.2	1426701	61.54333
18:57:00	55.7	62.9	51.3	0	0	371535	371535	371535.2	1435328	61.56951
18:58:00	56	61.1	52.3	0	0	398107	398107	398107.2	1443990	61.59564
18:59:00	53.5	58	50.3	0	0	223872	223872	223872.1	1457393	61.63577
19:00:00	57	60.3	52.3	0	0	501187	501187	501187.2	1462209	61.6501
19:01:00	55.6	62	51.3	5	0	1148154	363078	363078.1	1460340	61.64454
19:02:00	58	61.5	53.3	5	0	1995262	630957	630957.3	1467227	61.66497
19:03:00	60.6	63.4	56.3	5	0	3630781	1148154	1148154	1465258	61.65914
19:04:00	58.2	62.4	55.3	5	0	2089296	660693	660693.4	1462039	61.64959
19:05:00	65.3	73.3	54.3	5	0	10715193	3388442	3388442	1470163	61.67366
19:06:00	56.7	62.4	52.3	5	0	1479108	467735	467735.1	1432390	61.56061
19:07:00	67.3	74.9	53.3	5	0	16982437	5370318	5370318	1431542	61.55804
19:08:00	58.7	62.4	53.3	5	0	2344229	741310	741310.2	1349481	61.30167
19:09:00	58.7	66	54.3	5	0	2344229	741310	741310.2	1345873	61.29004
19:10:00	56.3	62.3	53.3	5	0	1348963	426580	426579.5	1339569	61.26965
19:11:00	56.2	61.6	53.3	5	0	1318257	416869	416869.4	1340077	61.2713
19:12:00	55.8	60	52.3	5	0	1202264	380189	380189.4	1349796	61.30268
19:13:00	57.6	63.1	53.3	5	0	1819701	575440	575439.9	1351813	61.30917
19:14:00	56.6	58.8	54.3	5	0	1445440	457088	457088.2	1346220	61.29116
19:15:00	58	63.7	53.3	5	0	1995262	630957	630957.3	1350957	61.30642
19:16:00	62.4	72	54.3	5	0	5495409	1737801	1737801	1380422	61.40012
19:17:00	58	77.3	54.3	5	0	1995262	630957	630957.3	1357943	61.32881
19:18:00	75.1	88.7	55.3	5	0	102329299	32359366	32359366	1382248	61.40586

19:19:00	63.3	71.7	57.3	5	0	6760830	2137962	2137962	849715.2	59.29273
19:20:00	60.3	66	56.3	5	0	3388442	1071519	1071519	820419	59.14036
19:21:00	61.3	69.3	54.3	5	0	4265795	1348963	1348963	811510.9	59.09294
19:22:00	57	60	54.3	5	0	1584893	501187	501187.2	792846.3	58.99189
19:23:00	57.5	60.8	53.3	5	0	1778279	562341	562341.3	789190.4	58.97182
19:24:00	56.1	65.5	51.3	5	0	1288250	407380	407380.3	789860.8	58.97551
19:25:00	60.6	68.7	54.3	5	0	3630781	1148154	1148154	795145	59.00446
19:26:00	59.8	66.8	54.3	5	0	3019952	954993	954992.6	793867.8	58.99748
19:27:00	56.5	59.1	54.3	5	0	1412538	446684	446683.6	785226.5	58.94995
19:28:00	60	65.3	55.3	5	0	3162278	1000000	1000000	786528.6	58.95714
19:29:00	57.8	63.1	51.3	5	0	1905461	602560	602559.6	781129.9	58.92723
19:30:00	55.4	59	51.3	5	0	1096478	346737	346736.9	781603.2	58.92986
19:31:00	56.6	62.4	51.3	5	0	1445440	457088	457088.2	782308.4	58.93378
19:32:00	57.1	62	54.3	5	0	1621810	512861	512861.4	780882.5	58.92586
19:33:00	57.9	63.3	53.3	5	0	1949845	616595	616595	778248.4	58.91118
19:34:00	58.3	62	51.3	5	0	2137962	676083	676083	775247	58.8944
19:35:00	57.3	64	52.3	5	0	1698244	537032	537031.8	771956.2	58.87593
19:36:00	57.3	61.6	53.3	5	0	1698244	537032	537031.8	770115.3	58.86556
19:37:00	55.2	57.9	52.3	5	0	1047129	331131	331131.1	767954.4	58.85335
19:38:00	59.5	65.6	52.3	5	0	2818383	891251	891250.9	770412.7	58.86723
19:39:00	58.4	62	54.3	5	0	2187762	691831	691831	776540.7	58.90164
19:40:00	59.3	65.9	56.3	5	0	2691535	851138	851138	772987.3	58.88172
19:41:00	58.2	63.6	52.3	5	0	2089296	660693	660693.4	764715.2	58.835
19:42:00	54.3	59.8	51.3	5	0	851138	269153	269153.5	773285.3	58.8834
19:43:00	58.9	70.7	52.3	5	0	2454709	776247	776247.1	776417.5	58.90095
19:44:00	63.9	73	51.3	5	0	7762471	2454709	2454709	769259	58.86073
19:45:00	63.1	71.1	54.3	5	0	6456542	2041738	2041738	733866.1	58.65617
19:46:00	59.3	66.8	55.3	5	0	2691535	851138	851138	704534.4	58.47902
19:47:00	60.1	69.9	52.3	5	0	3235937	1023293	1023293	697296.6	58.43418
19:48:00	58.6	62.9	52.3	5	0	2290868	724436	724436	684832.1	58.35584
19:49:00	58.3	63.2	52.3	5	0	2137962	676083	676083	678277	58.31407
19:50:00	61.7	68.7	54.3	5	0	4677351	1479108	1479108	680247.8	58.32667
19:51:00	57.3	62.3	53.3	5	0	1698244	537032	537031.8	679866.6	58.32309
19:52:00	64.4	72.5	54.3	5	0	8709636	2754229	2754229	678180.8	58.31346
19:53:00	55.3	59.9	51.3	5	0	1071519	338844	338844.2	639066.7	58.05546
19:54:00	54.2	58	50.3	5	0	831764	263027	263026.8	645493.2	58.09892
19:55:00	58.8	63.9	53.3	5	0	2398833	758578	758577.6	648905	58.12181
19:56:00	61	68.4	54.3	5	0	3981072	1258925	1258925	641532.5	58.07219
19:57:00	59.5	66.5	53.3	5	0	2818383	891251	891250.9	625943.7	57.96535
19:58:00	60.8	69	52.3	5	0	3801894	1202264	1202264	618199.1	57.91128
19:59:00	57.1	61.2	53.3	5	0	1621810	512861	512861.4	603311.9	57.80542
20:00:00	55.9	60	52.3	5	0	1230269	389045	389045.1	602927.2	57.80265
20:01:00	58.9	62.5	54.3	5	0	2454709	776247	776247.1	601593.6	57.79303
20:02:00	57.1	61.9	52.3	5	0	1621810	512861	512861.4	596633.3	57.75707
20:03:00	59.8	70.1	52.3	5	0	3019952	954993	954992.6	613899.2	57.88097
20:04:00	60.6	68.4	53.3	5	0	3630781	1148154	1148154	603761.6	57.80866
20:05:00	60.5	69.1	53.3	5	0	3548134	1122018	1122018	591901	57.72249
20:06:00	56.2	59.6	51.3	5	0	1318257	416869	416869.4	614112.5	57.88248
20:07:00	56.5	62	53.3	5	0	1412538	446684	446683.6	612315.2	57.86975
20:08:00	57.2	63.6	52.3	5	0	1659587	524807	524807.5	610140.9	57.8543
20:09:00	55.6	58.4	51.3	5	0	1148154	363078	363078.1	612662.2	57.87221
20:10:00	56.6	62.8	52.3	5	0	1445440	457088	457088.2	612258.3	57.86935
20:11:00	60	66.8	52.3	5	0	3162278	1000000	1000000	612617.3	57.87189
20:12:00	57	60	52.3	5	0	1584893	501187	501187.2	600541	57.78543
20:13:00	53.8	57.1	50.3	5	0	758578	239883	239883.3	628650.6	57.98409
20:14:00	58.7	71.2	51.3	5	0	2344229	741310	741310.2	631287.7	58.00227
20:15:00	63.8	72	52.3	5	0	7585776	2398833	2398833	628523.2	57.98321
20:16:00	55.9	59.4	52.3	5	0	1230269	389045	389045.1	674019.5	58.28672
20:17:00	63.2	71	51.3	5	0	6606934	2089296	2089296	673871.9	58.28577
20:18:00	56.1	59.1	51.3	5	0	1288250	407380	407380.3	651405.5	58.13851
20:19:00	55.8	59.9	53.3	5	0	1202264	380189	380189.4	655131.8	58.16329
20:20:00	57.3	63.3	52.3	5	0	1698244	537032	537031.8	652441.5	58.14542
20:21:00	53.6	57	51.3	5	0	724436	229087	229086.8	646257	58.10405
20:22:00	54.5	57.8	51.3	5	0	891251	281838	281838.3	649074	58.12294
20:23:00	57.8	63.4	53.3	5	0	1905461	602560	602559.6	651994.8	58.14244
20:24:00	58.6	62.7	53.3	5	0	2290868	724436	724436	650305.3	58.13117
20:25:00	60.3	63.5	57.3	5	0	3388442	1071519	1071519	646584.5	58.10625
20:26:00	56.4	59.1	53.3	5	0	1380384	436516	436515.8	704907.2	58.48132
20:27:00	57.2	61	54.3	5	0	1659587	524807	524807.5	711494.7	58.52172
20:28:00	58.3	65	54.3	5	0	2137962	676083	676083	706073.3	58.4885
20:29:00	58	63.9	54.3	5	0	1995262	630957	630957.3	702080.5	58.46387
20:30:00	55.9	60.5	52.3	5	0	1230269	389045	389045.1	695948.3	58.42577
20:31:00	55.7	59.8	52.3	5	0	1174898	371535	371535.2	694983.1	58.41974
20:32:00	55.5	57.5	52.3	5	0	1122018	354813	354813.4	693276.7	58.40907
20:33:00	56.4	62.3	52.3	5	0	1380384	436516	436515.8	691647.2	58.39885
20:34:00	56.8	60.3	54.3	5	0	1513561	478630	478630.1	698234.6	58.44001
20:35:00	56.3	59.1	54.3	5	0	1348963	426580	426579.5	693507.2	58.41051
20:36:00	56.1	61.2	51.3	5	0	1288250	407380	407380.3	692589.8	58.40476
20:37:00	56.8	59.5	52.3	5	0	1513561	478630	478630.1	723981.3	58.59727
20:38:00	61	68.2	52.3	5	0	3981072	1258925	1258925	734704.4	58.66113
20:39:00	56.8	60.4	53.3	5	0	1513561	478630	478630.1	759626.1	58.806
20:40:00	55.5	62.8	53.3	5	0	1122018	354813	354813.4	755295.2	58.78117
20:41:00	60.7	67.1	53.3	5	0	3715352	1174898	1174898	754079	58.77417

20:42:00	56.6	62.9	53.3	5	0	1445440	457088	457088.2	740144.8	58.69317
20:43:00	55.4	60.8	51.3	5	0	1096478	346737	346736.9	739474.4	58.68923
20:44:00	55.2	60.7	51.3	5	0	1047129	331131	331131.1	744211.4	58.71696
20:45:00	54.5	60	50.3	5	0	891251	281838	281838.3	741458.6	58.70087
20:46:00	56.2	60.7	52.3	5	0	1318257	416869	416869.4	744738.4	58.72004
20:47:00	54.4	60.8	52.3	5	0	870964	275423	275422.9	742941.1	58.70954
20:48:00	55.2	59.9	49.3	5	0	1047129	331131	331131.1	752866.8	58.76718
20:49:00	59	63.6	52.3	5	0	2511886	794328	794328.2	751346	58.7584
20:50:00	61.6	70	51.3	5	0	4570882	1445440	1445440	749906.3	58.75007
20:51:00	56.5	61.3	52.3	5	0	1412538	446684	446683.6	734766.1	58.66149
20:52:00	56.1	60.7	51.3	5	0	1288250	407380	407380.3	731139.5	58.64
20:53:00	58.6	66	52.3	5	0	2290868	724436	724436	727525.6	58.61848
20:54:00	56.7	62.2	53.3	5	0	1479108	467735	467735.1	719638.2	58.57114
20:55:00	55	58.4	52.3	5	0	1000000	316228	316227.8	724197.8	58.59857
20:56:00	55.1	58	51.3	5	0	1023293	323594	323593.7	723846	58.59646
20:57:00	56.3	62.4	51.3	5	0	1348963	426580	426579.5	897039.3	59.52811
20:58:00	54.9	61.1	51.3	5	0	977237	309030	309029.5	1031786	60.1359
20:59:00	56.9	63.1	51.3	5	0	1548817	489779	489778.8	1034431	60.14702
21:00:00	54.9	59.4	51.3	5	0	977237	309030	309029.5	1030359	60.12989
21:01:00	56.8	60	51.3	5	0	1513561	478630	478630.1	1036220	60.15452
21:02:00	61.9	71.2	51.3	5	0	4897788	1548817	1548817	1051250	60.21706
21:03:00	55.4	60.3	52.3	5	0	1096478	346737	346736.9	1031487	60.13464
21:04:00	56.4	62.1	53.3	5	0	1380384	436516	436515.8	1030299	60.12963
21:05:00	63.9	74.3	51.3	5	0	7762471	2454709	2454709	1027721	60.11875
21:06:00	54.9	60.4	51.3	5	0	977237	309030	309029.5	989772.7	59.95535
21:07:00	55	57	52.3	5	0	1000000	316228	316227.8	988713.4	59.9507
21:08:00	58.3	63.3	54.3	5	0	2137962	676083	676083	993958.9	59.97368
21:09:00	55.3	57.8	51.3	5	0	1071519	338844	338844.2	988742.2	59.95083
21:10:00	56.8	60	52.3	5	0	1513561	478630	478630.1	991642.4	59.96355
21:11:00	54.4	56.8	51.3	5	0	870964	275423	275422.9	986495.7	59.94095
21:12:00	63.4	71.2	52.3	5	0	6918310	2187762	2187762	985387.5	59.93607
21:13:00	56	63.1	50.3	5	0	1258925	398107	398107.2	952327.7	59.78786
21:14:00	57.6	63.4	52.3	5	0	1819701	575440	575439.9	950389.9	59.77902
21:15:00	67.1	77	51.3	5	0	16218101	5128614	5128614	944281.3	59.75101
21:16:00	55.8	59.5	52.3	5	0	1202264	380189	380189.4	862990.9	59.36006
21:17:00	58.7	65.9	51.3	5	0	2344229	741310	741310.2	860300.7	59.3465
21:18:00	58	66.6	51.3	5	0	1995262	630957	630957.3	851943.6	59.30411
21:19:00	53.4	56.7	50.3	5	0	691831	218776	218776.2	843056.4	59.25857
21:20:00	52.2	54.7	49.3	5	0	524807	165959	165958.7	841710.7	59.25163
21:21:00	56	60	51.3	5	0	1258925	398107	398107.2	843131.2	59.25895
21:22:00	56.6	63.2	52.3	5	0	1445440	457088	457088.2	843285.8	59.25975
21:23:00	57	64.6	50.3	5	0	1584893	501187	501187.2	840938.1	59.24764
21:24:00	57	62.7	51.3	5	0	1584893	501187	501187.2	836676.2	59.22557
21:25:00	66.6	77.1	50.3	5	0	14454398	4570882	4570882	830068.3	59.19114
21:26:00	59.2	71.9	52.3	5	0	2630268	831764	831763.8	755714.4	58.78358
21:27:00	53	57.2	50.3	5	0	630957	199526	199526.2	743518.3	58.71292
21:28:00	56.4	63.2	51.3	5	0	1380384	436516	436515.8	742291.1	58.70574
21:29:00	54.2	60.8	50.3	5	0	831764	263027	263026.8	737424.9	58.67718
21:30:00	55.2	59.9	49.3	5	0	1047129	331131	331131.1	735139.3	58.6637
21:31:00	54.3	57.9	50.3	5	0	851138	269153	269153.5	732029.5	58.64529
21:32:00	54.1	61.1	50.3	5	0	812831	257040	257039.6	730246.6	58.6347
21:33:00	59.2	69	51.3	5	0	2630268	831764	831763.8	739509.8	58.68944
21:34:00	52.9	57.6	48.3	5	0	616595	194984	194984.5	729645.2	58.63112
21:35:00	55.7	62.9	49.3	5	0	1174898	371535	371535.2	736209.5	58.67001
21:36:00	63.6	71.2	51.3	5	0	7244360	2290868	2290868	733748.4	58.65547
21:37:00	60.5	70.3	52.3	5	0	3548134	1122018	1122018	699658.5	58.44886
21:38:00	64.4	74.1	51.3	5	0	8709636	2754229	2754229	683922	58.35007
21:39:00	53.4	57.9	49.3	5	0	691831	218776	218776.2	640784.1	58.06712
21:40:00	54.5	58	51.3	5	0	891251	281838	281838.3	639903.8	58.06115
21:41:00	55.3	60.4	50.3	5	0	1071519	338844	338844.2	636951.8	58.04107
21:42:00	56.2	64.4	49.3	5	0	1318257	416869	416869.4	636454.8	58.03768
21:43:00	58	64.9	52.3	5	0	1995262	630957	630957.3	653049.3	58.14946
21:44:00	52.2	55.5	49.3	5	0	524807	165959	165958.7	649017.4	58.12256
21:45:00	56.8	62.2	50.3	5	0	1513561	478630	478630.1	648255.2	58.11746
21:46:00	54.9	60.4	51.3	5	0	977237	309030	309029.5	649228.6	58.12398
21:47:00	59.4	64	51.3	5	0	2754229	870964	870963.6	670493	58.26394
21:48:00	53.8	56.8	51.3	5	0	758578	239883	239883.3	659708.1	58.19352
21:49:00	58.5	65.5	52.3	5	0	2238721	707946	707945.8	65896.6	58.19476
21:50:00	57.3	66.1	48.3	5	0	1698244	537032	537031.8	649924.9	58.12863
21:51:00	53.6	58.4	48.3	5	0	724436	229087	229086.8	646367.6	58.1048
21:52:00	52.8	57.1	48.3	5	0	602560	190546	190546.1	647582.8	58.11295
21:53:00	54	58.9	50.3	5	0	794328	251189	251188.6	647110	58.10978
21:54:00	58.7	65.1	51.3	5	0	2344229	741310	741310.2	646654.7	58.10672
21:55:00	54.7	59.9	50.3	5	0	933254	295121	295120.9	658390.2	58.18483
21:56:00	70.3	77.1	52.3	5	0	33884416	10715193	10715193	656953.7	58.17535
21:57:00	69.3	74.5	53.3	5	0	26915348	8511380	8511380	480325.3	56.81535
21:58:00	56.7	65.1	49.3	5	0	1479108	467735	467735.1	341644.7	55.33575
21:59:00	53.9	61.8	48.3	5	0	776247	245471	245470.9	338439.5	55.29481
22:00:00	58.2	64.3	52.3	5	0	2089296	660693	660693.4	340127.3	55.31642
22:01:00	61.4	70.3	50.3	10	10	13803843	13803843	1380384	331818.8	55.20901
22:02:00	55.6	60.7	50.3	10	10	3630781	3630781	363078.1	312543.6	54.94911
22:03:00	54.4	60.4	50.3	10	10	2754229	2754229	275422.9	309668	54.90896
22:04:00	54.5	58.8	51.3	10	10	2818383	2818383	281838.3	319931.8	55.05057

22:05:00	52.5	55.6	48.3	10	10	1778279	1778279	177827.9	330088.7	55.18631
22:06:00	53.9	58.6	48.3	10	10	2454709	2454709	245470.9	329038.5	55.17247
22:07:00	58	64	49.3	10	10	6309573	6309573	630957.3	327094.4	55.14673
22:08:00	55.6	64	48.3	10	10	3630781	3630781	363078.1	322770.7	55.08894
22:09:00	57.1	63.9	49.3	10	10	5128614	5128614	512861.4	319822.9	55.0491
22:10:00	52.3	59.6	48.3	10	10	1698244	1698244	169824.4	314757.3	54.97976
22:11:00	53.2	57.3	47.3	10	10	2089296	2089296	208929.6	313712.8	54.96532
22:12:00	53.1	58.6	49.3	10	10	2041738	2041738	204173.8	311897.3	54.94012
22:13:00	54.5	63.1	48.3	10	10	2818383	2818383	281838.3	314013.3	54.96948
22:14:00	53.2	58.7	50.3	10	10	2089296	2089296	208929.6	310982.6	54.92736
22:15:00	54	57.9	50.3	10	10	2511886	2511886	251188.6	310330.9	54.91825
22:16:00	53.4	57.4	48.3	10	10	2187762	2187762	218776.2	307530.7	54.87888
22:17:00	53.8	57.6	48.3	10	10	2398833	2398833	239883.3	306132.7	54.8591
22:18:00	49.9	53.9	47.3	10	10	977237	977237	97723.72	305098.4	54.8444
22:19:00	51.4	55.1	47.3	10	10	1380384	1380384	138038.4	307955.6	54.88488
22:20:00	54	60.3	46.3	10	10	2511886	2511886	251188.6	319517.7	55.04495
22:21:00	56.1	63.1	48.3	10	10	4073803	4073803	407380.3	319422.4	55.04365
22:22:00	55	62.5	47.3	10	10	3162278	3162278	316227.8	317551.4	55.01814
22:23:00	53.9	59.9	49.3	10	10	2454709	2454709	245470.9	315177.3	54.98555
22:24:00	50.2	55.5	47.3	10	10	1047129	1047129	104712.9	312606.1	54.94997
22:25:00	50.4	53.6	46.3	10	10	1096478	1096478	109647.8	313691.3	54.96502
22:26:00	50	53.6	46.3	10	10	1000000	1000000	100000	312965	54.95496
22:27:00	51	56.3	45.3	10	10	1258925	1258925	125892.5	314548.1	54.97687
22:28:00	51.6	55.9	47.3	10	10	1445440	1445440	144544	320803	55.06238
22:29:00	51	57.5	45.3	10	10	1258925	1258925	125892.5	320541	55.05884
22:30:00	51.6	56.7	45.3	10	10	1445440	1445440	144544	320493.2	55.05819
22:31:00	52.1	56.8	46.3	10	10	1621810	1621810	162181	320606.8	55.05973
22:32:00	59.1	66.6	47.3	10	10	8128305	8128305	812830.5	319731.2	55.04785
22:33:00	53.8	58.4	47.3	10	10	2398833	2398833	239883.3	322850.7	55.09002
22:34:00	57.7	68	50.3	10	10	5888437	5888437	588843.7	333706.8	55.23365
22:35:00	53.5	57.9	49.3	10	10	2238721	2238721	223872.1	327142.5	55.14737
22:36:00	53.9	58	47.3	10	10	2454709	2454709	245470.9	326241.7	55.13539
22:37:00	52.5	57.6	48.3	10	10	1778279	1778279	177827.9	327069.2	55.1464
22:38:00	52.2	58.8	47.3	10	10	1659587	1659587	165958.7	330740.5	55.19487
22:39:00	52.2	57.2	46.3	10	10	1659587	1659587	165958.7	334609.7	55.24538
22:40:00	50.2	54.3	46.3	10	10	1047129	1047129	104712.9	335407	55.25572
22:41:00	54.9	64.4	47.3	10	10	3090295	3090295	309029.5	338695	55.29809
22:42:00	61.5	68.4	47.3	10	10	14125375	14125375	1412538	336186	55.2658
22:43:00	55.9	65.9	50.3	10	10	3890451	3890451	389045.1	314272.4	54.97306
22:44:00	50.8	55.6	47.3	10	10	1202264	1202264	120226.4	309240	54.90296
22:45:00	57.3	68.3	46.3	10	10	5370318	5370318	537031.8	321752.2	55.07522
22:46:00	62	71.9	48.3	10	10	15848932	15848932	1584893	313853.3	54.96727
22:47:00	53.5	60.2	48.3	10	10	2238721	2238721	223872.1	288958.4	54.60835
22:48:00	54	59.5	48.3	10	10	2511886	2511886	251188.6	286972.4	54.5784
22:49:00	50.4	53.9	48.3	10	10	1096478	1096478	109647.8	284531.2	54.5413
22:50:00	55.1	58.7	50.3	10	10	3235937	3235937	323593.7	286185.9	54.56648
22:51:00	54.8	62.7	51.3	10	10	3019952	3019952	301995.2	283495.7	54.52546
22:52:00	52.1	54.4	49.3	10	10	1621810	1621810	162181	298966.9	54.75623
22:53:00	53.5	56.3	49.3	10	10	2238721	2238721	223872.1	299746	54.76753
22:54:00	61.6	69.2	50.3	10	10	14454398	14454398	1445440	298717.9	54.75261
22:55:00	53.2	58.4	50.3	10	10	2089296	2089296	208929.6	277457.6	54.43197
22:56:00	50.7	54	47.3	10	10	1174898	1174898	117489.8	279368.7	54.46178
22:57:00	52.8	57.6	49.3	10	10	1905461	1905461	190546.1	280113.5	54.47334
22:58:00	54.4	59.2	47.3	10	10	2754229	2754229	275422.9	279460.4	54.4632
22:59:00	55.4	63.9	47.3	10	10	3467369	3467369	346736.9	277067.1	54.42585
23:00:00	52.1	58.6	47.3	10	10	1621810	1621810	162181	272581.9	54.35497
23:01:00	53.5	58.4	47.3	10	10	2238721	2238721	223872.1	271265.1	54.33394
23:02:00	52.8	57.1	47.3	10	10	1905461	1905461	190546.1	270637.4	54.32388
23:03:00	59.5	66.4	48.3	10	10	8912509	8912509	891250.9	268588.4	54.29087
23:04:00	59.5	70	49.3	10	10	8912509	8912509	891250.9	265002.3	54.2325
23:05:00	50.6	57.3	47.3	10	10	1148154	1148154	114815.4	251224.2	54.00061
23:06:00	51.1	57.6	46.3	10	10	1288250	1288250	128825	254703.8	54.06036
23:07:00	55.7	62.8	46.3	10	10	3715352	3715352	371535.2	255589.6	54.07543
23:08:00	52.7	61.9	46.3	10	10	1862087	1862087	186208.7	252361.1	54.02022
23:09:00	53.2	62.2	45.3	10	10	2089296	2089296	208929.6	251454.8	54.0046
23:10:00	50.3	55.5	46.3	10	10	1071519	1071519	107151.9	250437.8	53.987
23:11:00	50	57.1	45.3	10	10	1000000	1000000	100000	250357.4	53.9856
23:12:00	55.2	62.1	49.3	10	10	3311311	3311311	331131.1	250694.5	53.99145
23:13:00	50	56.8	47.3	10	10	1000000	1000000	100000	246251.8	53.91379
23:14:00	52.3	58.3	47.3	10	10	1698244	1698244	169824.4	246455.1	53.91738
23:15:00	49.2	54.3	45.3	10	10	831764	831764	83176.38	245110.1	53.89361
23:16:00	51.3	57.3	46.3	10	10	1348963	1348963	134896.3	245142.4	53.89418
23:17:00	52.5	57.1	47.3	10	10	1778279	1778279	177827.9	244485.8	53.88254
23:18:00	54.3	65.6	47.3	10	10	2691535	2691535	269153.5	243349.5	53.8623
23:19:00	59.2	69.1	47.3	10	10	8317638	8317638	831763.8	240455.2	53.81034
23:20:00	53.9	60.3	46.3	10	10	2454709	2454709	245470.9	227978.8	53.57894
23:21:00	54.7	60.4	47.3	10	10	2951209	2951209	295120.9	226718	53.55486
23:22:00	52.4	60	46.3	10	10	1737801	1737801	173780.1	226389.7	53.54857
23:23:00	49.6	58	45.3	10	10	912011	912011	91201.08	225497.1	53.53141
23:24:00	52.3	56.8	46.3	10	10	1698244	1698244	169824.4	224756.7	53.51713
23:25:00	48.2	52.4	46.3	10	10	660693	660693	66069.34	225102	53.52379
23:26:00	52.9	59.9	45.3	10	10	1949845	1949845	194984.5	227907.9	53.57759
23:27:00	57	63.6	49.3	10	10	5011872	5011872	501187.2	225734.3	53.53598

23:28:00	51.1	54.7	46.3	10	10	1288250	1288250	128825	220211.6	53.4284
23:29:00	50.9	56.3	46.3	10	10	1230269	1230269	123026.9	221467.4	53.4531
23:30:00	51.8	55.9	47.3	10	10	1513561	1513561	151356.1	221467.4	53.4531
23:31:00	50.4	57.1	46.3	10	10	1096478	1096478	109647.8	221091.9	53.44573
23:32:00	60	68.4	46.3	10	10	10000000	10000000	1000000	223854.8	53.49966
23:33:00	59.5	67.2	47.3	10	10	8912509	8912509	891250.9	208743.5	53.19613
23:34:00	52.9	58.2	48.3	10	10	1949845	1949845	194984.5	195374.8	52.90868
23:35:00	52.3	56.5	48.3	10	10	1698244	1698244	169824.4	193952.5	52.87695
23:36:00	54.7	59	50.3	10	10	2951209	2951209	295120.9	191901.6	52.83079
23:37:00	56	62.2	48.3	10	10	3981072	3981072	398107.2	188896.6	52.76224
23:38:00	56	61.6	48.3	10	10	3981072	3981072	398107.2	183525.7	52.63697
23:39:00	53.3	58.2	47.3	10	10	2137962	2137962	213796.2	177652.4	52.49571
23:40:00	54.8	61.9	48.3	10	10	3019952	3019952	301995.2	179239.6	52.53434
23:41:00	52	56.2	48.3	10	10	1584893	1584893	158489.3	176120	52.45809
23:42:00	49.9	54.3	45.3	10	10	977237	977237	97723.72	178749	52.52244
23:43:00	49.4	55.6	45.3	10	10	870964	870964	87096.36	179317.3	52.53622
23:44:00	59.4	70.4	46.3	10	10	8709636	8709636	870963.6	178484.9	52.51602
23:45:00	48	53.1	45.3	10	10	630957	630957	63095.73	165292.8	52.18254
23:46:00	49.6	52.8	46.3	10	10	912011	912011	91201.08	165505.5	52.18812
23:47:00	50.2	57.2	46.3	10	10	1047129	1047129	104712.9	165086.6	52.17712
23:48:00	50.2	56.4	47.3	10	10	1047129	1047129	104712.9	164052.3	52.14982
23:49:00	53.2	58.7	46.3	10	10	2089296	2089296	208929.6	163935.9	52.14674
23:50:00	52.1	59.1	45.3	10	10	1621810	1621810	162181	161939.1	52.09352
23:51:00	60.9	70.1	49.3	10	10	12302688	12302688	1230269	161106.1	52.07112
23:52:00	53.2	59.1	47.3	10	10	2089296	2089296	208929.6	141728.5	51.51457
23:53:00	52.1	59.1	46.3	10	10	1621810	1621810	162181	139141.4	51.43456
23:54:00	52.3	58.3	46.3	10	10	1698244	1698244	169824.4	139204.3	51.43653
23:55:00	55.1	63.3	46.3	10	10	3235937	3235937	323593.7	139699.3	51.45194
23:56:00	52.1	59	46.3	10	10	1621810	1621810	162181	135692.4	51.32555
23:57:00	51.8	54.3	47.3	10	10	1513561	1513561	151356.1	134993.1	51.30312
23:58:00	51.2	56.4	46.3	10	10	1318257	1318257	131825.7	133825.3	51.26538
23:59:00	48.9	53	45.3	10	10	776247	776247	77624.71	133148.2	51.24335
0:00:00	49.2	55.9	46.3	10	10	831764	831764	83176.38	133240.7	51.24637
0:01:00	52.7	57.8	45.3	10	10	1862087	1862087	186208.7	132689.8	51.22837
0:02:00	48.3	52.4	45.3	10	10	676083	676083	67608.3	130613.9	51.1599
0:03:00	58.3	66.7	46.3	10	10	6760830	6760830	676083	131273	51.18175
0:04:00	48.1	54.1	45.3	10	10	645654	645654	64565.42	122708	50.88873
0:05:00	55.1	63.5	47.3	10	10	3235937	3235937	323593.7	122486.6	50.88089
0:06:00	52.6	57.6	48.3	10	10	1819701	1819701	181970.1	117756.9	50.70986
0:07:00	52.5	58.8	49.3	10	10	1778279	1778279	177827.9	118127	50.72349
0:08:00	51.2	58.7	47.3	10	10	1318257	1318257	131825.7	116581.8	50.66631
0:09:00	51.7	59.9	45.3	10	10	1479108	1479108	147910.8	117087.7	50.68511
0:10:00	50.1	55.2	45.3	10	10	1023293	1023293	102329.3	115626.8	50.63058
0:11:00	50.8	56.5	45.3	10	10	1202264	1202264	120226.4	116751.7	50.67263
0:12:00	48.1	51.1	45.3	10	10	645654	645654	64565.42	119131.7	50.76027
0:13:00	50.5	56.6	45.3	10	10	1122018	1122018	112201.8	119647.2	50.77903
0:14:00	49.5	54.4	45.3	10	10	891251	891251	89125.09	118804.9	50.74834
0:15:00	49.3	55.6	45.3	10	10	851138	851138	85113.8	119064.7	50.75783
0:16:00	49.8	55.3	46.3	10	10	954993	954993	95499.26	119649.9	50.77912
0:17:00	50.4	55.7	45.3	10	10	1096478	1096478	109647.8	119265.6	50.76515
0:18:00	49.8	56	45.3	10	10	954993	954993	95499.26	118442.4	50.73507
0:19:00	49.2	56.3	45.3	10	10	831764	831764	83176.38	118003.8	50.71896
0:20:00	52.3	58.7	49.3	10	10	1698244	1698244	169824.4	117281.1	50.69228
0:21:00	54.4	61.9	46.3	10	10	2754229	2754229	275422.9	115774.5	50.63613
0:22:00	50.8	58.3	46.3	10	10	1202264	1202264	120226.4	112508	50.51184
0:23:00	46.7	49	45.3	10	10	467735	467735	46773.51	111215.2	50.46164
0:24:00	52.8	59.6	45.3	10	10	1905461	1905461	190546.1	111215.2	50.46164
0:25:00	53.7	59.1	46.3	10	10	2344229	2344229	234422.9	108855.8	50.36851
0:26:00	48.1	56.8	45.3	10	10	645654	645654	64565.42	106540.4	50.27514
0:27:00	52.3	60.3	47.3	10	10	1698244	1698244	169824.4	106540.4	50.27514
0:28:00	53.1	62.8	44.3	10	10	2041738	2041738	204173.8	107192.1	50.30163
0:29:00	50.9	58.8	45.3	10	10	1230269	1230269	123026.9	104890.4	50.20736
0:30:00	51.1	57.5	46.3	10	10	1288250	1288250	128825	104325.3	50.1839
0:31:00	54.4	60.7	45.3	10	10	2754229	2754229	275422.9	103254.4	50.13908
0:32:00	49.7	55.4	45.3	10	10	933254	933254	93325.43	100149.4	50.00648
0:33:00	49.5	55.1	44.3	10	10	891251	891251	89125.09	99621.62	49.98354
0:34:00	50.4	54.8	45.3	10	10	1096478	1096478	109647.8	98863.73	49.95037
0:35:00	46.7	48.7	45.3	10	10	467735	467735	46773.51	97563.31	49.89287
0:36:00	50.6	56.7	44.3	10	10	1148154	1148154	114815.4	100347	50.01505
0:37:00	48.8	53.6	45.3	10	10	758578	758578	75857.76	103352.1	50.14319
0:38:00	46.6	50.4	44.3	10	10	457088	457088	45708.82	103189	50.13633
0:39:00	54.9	63.1	46.3	10	10	3090295	3090295	309029.5	105130.2	50.21727
0:40:00	50.6	57.4	46.3	10	10	1148154	1148154	114815.4	101807.2	50.07778
0:41:00	55	61	46.3	10	10	3162278	3162278	316227.8	101413.6	50.06096
0:42:00	51.2	59.2	45.3	10	10	1318257	1318257	131825.7	99625.28	49.9837
0:43:00	45.7	48	44.3	10	10	371535	371535	37153.52	116128.5	50.64939
0:44:00	49	57.6	44.3	10	10	794328	794328	79432.82	117175.9	50.68838
0:45:00	48.8	54.2	45.3	10	10	758578	758578	75857.76	116500.5	50.66328
0:46:00	48.2	52	46.3	10	10	660693	660693	66069.34	118799.4	50.74814
0:47:00	46.3	48.4	44.3	10	10	426580	426580	42657.95	119525.7	50.77461
0:48:00	49.9	58.4	45.3	10	10	977237	977237	97723.72	119493.7	50.77345
0:49:00	49.5	53.2	47.3	10	10	891251	891251	89125.09	118966.2	50.75423
0:50:00	50.5	59.1	46.3	10	10	1122018	1122018	112201.8	119729	50.78199

0:51:00	48.3	57.9	46.3	10	10	676083	676083	67608.3	120213.2	50.79952
0:52:00	47.3	49.1	45.3	10	10	537032	537032	53703.18	119734.8	50.7822
0:53:00	52.2	58.3	46.3	10	10	1659587	1659587	165958.7	119992.8	50.79155
0:54:00	53	59.6	46.3	10	10	1995262	1995262	199526.2	118208.3	50.72648
0:55:00	49.2	55.5	45.3	10	10	831764	831764	83176.38	134464.4	51.28607
0:56:00	50.8	58	46.3	10	10	1202264	1202264	120226.4	136641.4	51.35582
0:57:00	49.1	54.1	46.3	10	10	812831	812831	81283.05	135141	51.30787
0:58:00	49.6	53.5	46.3	10	10	912011	912011	91201.08	135080	51.30591
0:59:00	49.2	54	46.3	10	10	831764	831764	83176.38	134611.6	51.29082
1:00:00	47	52.7	45.3	10	10	501187	501187	50118.72	133684.4	51.26081
1:01:00	47.9	53.2	44.3	10	10	616595	616595	61659.5	134235.3	51.27867
1:02:00	50.3	57.6	46.3	10	10	1071519	1071519	107151.9	133856.1	51.26638
1:03:00	52.1	60.2	45.3	10	10	1621810	1621810	162181	132550.9	51.22383
1:04:00	47.1	53.1	45.3	10	10	512861	512861	51286.14	130238.6	51.1474
1:05:00	46	47.1	45.3	10	10	398107	398107	39810.72	130003	51.13953
1:06:00	53.1	58	46.3	10	10	2041738	2041738	204173.8	129958.7	51.13805
1:07:00	49.3	54.4	45.3	10	10	851138	851138	85113.8	127735.7	51.06312
1:08:00	52.1	56	46.3	10	10	1621810	1621810	162181	127444	51.05319
1:09:00	47.8	51.6	46.3	10	10	602560	602560	60255.96	126526.8	51.02183
1:10:00	52.3	55.9	47.3	10	10	1698244	1698244	169824.4	128486.4	51.08857
1:11:00	54.2	60.8	46.3	10	10	2630268	2630268	263026.8	127042.2	51.03948
1:12:00	49.8	53.8	46.3	10	10	954993	954993	95499.26	131206.1	51.17954
1:13:00	47.9	54.7	46.3	10	10	616595	616595	61659.5	134204.9	51.27768
1:14:00	50.2	55.1	47.3	10	10	1047129	1047129	104712.9	134697.2	51.29359
1:15:00	50.8	55.4	47.3	10	10	1202264	1202264	120226.4	134338.3	51.282
1:16:00	48.6	54.2	45.3	10	10	724436	724436	72443.6	134799.7	51.29689
1:17:00	47.8	51.9	44.3	10	10	602560	602560	60255.96	135462.3	51.31819
1:18:00	48.4	55.4	45.3	10	10	691831	691831	69183.1	134917.1	51.30067
1:19:00	46	47.6	44.3	10	10	398107	398107	39810.72	134255.9	51.27933
1:20:00	49	54.4	44.3	10	10	794328	794328	79432.82	134197.5	51.27745
1:21:00	49	56.3	45.3	10	10	794328	794328	79432.82	134540.3	51.28852
1:22:00	46.3	48.3	45.3	10	10	426580	426580	42657.95	133635.1	51.25921
1:23:00	46.7	49.4	45.3	10	10	467735	467735	46773.51	133439.2	51.25283
1:24:00	46.9	50.4	45.3	10	10	489779	489779	48977.88	133078.3	51.24107
1:25:00	49.8	56.8	45.3	10	10	954993	954993	95499.26	132680.6	51.22807
1:26:00	48.1	52.7	45.3	10	10	645654	645654	64565.42	131498.1	51.18919
1:27:00	53.2	67.1	45.3	10	10	2089296	2089296	208929.6	130881	51.16877
1:28:00	48.2	54.7	45.3	10	10	660693	660693	66069.34	129065.5	51.1081
1:29:00	49.5	54.7	45.3	10	10	891251	891251	89125.09	131962.4	51.2045
1:30:00	48.1	52.7	45.3	10	10	645654	645654	64565.42	131712.5	51.19627
1:31:00	49.5	54	44.3	10	10	891251	891251	89125.09	132303.1	51.2157
1:32:00	47.9	52	44.3	10	10	616595	616595	61659.5	131496.7	51.18915
1:33:00	46.4	50.3	44.3	10	10	436516	436516	43651.58	130984.1	51.17218
1:34:00	45	47.6	43.3	10	10	316228	316228	31622.78	130759.9	51.16474
1:35:00	53.3	63.5	44.3	10	10	2137962	2137962	213796.2	130772.1	51.16515
1:36:00	54.7	61.8	46.3	10	10	2951209	2951209	295120.9	127970.7	51.0711
1:37:00	48.2	54.9	45.3	10	10	660693	660693	66069.34	129999.8	51.13943
1:38:00	52.1	61.2	44.3	10	10	1621810	1621810	162181	129402	51.11941
1:39:00	50.4	58.3	44.3	10	10	1096478	1096478	109647.8	127409.9	51.05203
1:40:00	49.6	54.4	47.3	10	10	912011	912011	91201.08	126246	51.01218
1:41:00	53.2	58.8	47.3	10	10	2089296	2089296	208929.6	125277.8	50.97874
1:42:00	60.5	71.8	45.3	10	10	11220185	11220185	1122018	122335	50.87551
1:43:00	50	56.8	45.3	10	10	1000000	1000000	100000	104396.5	50.18686
1:44:00	45.9	49.2	44.3	10	10	389045	389045	38904.51	103491.7	50.14905
1:45:00	53.3	59.4	45.3	10	10	2137962	2137962	213796.2	103919.3	50.16696
1:46:00	50.4	58.2	45.3	10	10	1096478	1096478	109647.8	101035	50.04472
1:47:00	46.1	49.6	43.3	10	10	407380	407380	40738.03	99722.63	49.98794
1:48:00	48.2	54.2	43.3	10	10	660693	660693	66069.34	100170.5	50.0074
1:49:00	51.3	57.9	46.3	10	10	1348963	1348963	134896.3	99469.12	49.97688
1:50:00	51.5	58.4	44.3	10	10	1412538	1412538	141253.8	97798.74	49.90333
1:51:00	45.9	49.2	44.3	10	10	389045	389045	38904.51	105487.2	50.232
1:52:00	48.4	53.5	44.3	10	10	691831	691831	69183.1	105502.3	50.23262
1:53:00	47.7	53.3	45.3	10	10	588844	588844	58884.37	107995.5	50.33406
1:54:00	60.7	69.7	46.3	10	10	11748976	11748976	1174898	107909.1	50.33058
1:55:00	53.3	63.5	44.3	10	10	2137962	2137962	213796.2	90850.11	49.58325
1:56:00	44.8	46.3	44.3	10	10	301995	301995	30199.52	95082.43	49.781
1:57:00	48.9	57.3	43.3	10	10	776247	776247	77624.71	96207.83	49.8321
1:58:00	48	55.4	44.3	10	10	630957	630957	63095.73	95625.05	49.80572
1:59:00	44.4	45.1	43.3	10	10	275423	275423	27542.29	96165.11	49.83018
2:00:00	49.2	57.3	43.3	10	10	831764	831764	83176.38	96643.31	49.85172
2:01:00	45.9	50.7	43.3	10	10	389045	389045	38904.51	96675.6	49.85317
2:02:00	44.6	48.4	43.3	10	10	288403	288403	28840.32	100213.7	50.00927
2:03:00	43.7	45	43.3	10	10	234423	234423	23442.29	107528.6	50.31524
2:04:00	45.7	52	43.3	10	10	371535	371535	37153.52	111324.4	50.4659
2:05:00	45.7	50.6	43.3	10	10	371535	371535	37153.52	111324.4	50.4659
2:06:00	48.5	56.3	44.3	10	10	707946	707946	70794.58	111104.9	50.45733
2:07:00	48.3	56.3	43.3	10	10	676083	676083	67608.3	110353.4	50.42786
2:08:00	50.3	59.6	44.3	10	10	1071519	1071519	107151.9	110712	50.44195
2:09:00	52.5	60.4	45.3	10	10	1778279	1778279	177827.9	111890	50.48791
2:10:00	49.2	56	43.3	10	10	831764	831764	83176.38	110712	50.44195
2:11:00	57.1	61.9	45.3	10	10	5128614	5128614	512861.4	110881.2	50.44858
2:12:00	54.4	62.3	45.3	10	10	2754229	2754229	275422.9	103752.1	50.15997
2:13:00	49.6	56	44.3	10	10	912011	912011	91201.08	99620.72	49.9835

2:14:00	49.2	56.8	43.3	10	10	831764	831764	83176.38	98500.51	49.93438
2:15:00	51.7	59.3	43.3	10	10	1479108	1479108	147910.8	97523.35	49.89109
2:16:00	50.5	59.5	43.3	10	10	1122018	1122018	112201.8	95573.22	49.80336
2:17:00	44.4	47.4	43.3	10	10	275423	275423	27542.29	94281.08	49.74425
2:18:00	44.7	46.7	43.3	10	10	295121	295121	29512.09	95208.32	49.78675
2:19:00	45.6	49.6	43.3	10	10	363078	363078	36307.81	95208.32	49.78675
2:20:00	50	58.8	43.3	10	10	1000000	1000000	100000	101087.3	50.04696
2:21:00	44	44.7	43.3	10	10	251189	251189	25118.86	99879.65	49.99477
2:22:00	44.9	47.6	43.3	10	10	309030	309030	30902.95	99976.05	49.99896
2:23:00	44	45	43.3	10	10	251189	251189	25118.86	99952.87	49.99795
2:24:00	44	44.9	43.3	10	10	251189	251189	25118.86	100245.2	50.01064
2:25:00	43.9	44.4	43.3	10	10	245471	245471	24547.09	100606.1	50.02624
2:26:00	44.4	46.8	43.3	10	10	275423	275423	27542.29	100788.3	50.0341
2:27:00	50	55.6	43.3	10	10	1000000	1000000	100000	100810	50.03503
2:28:00	53.8	62.3	46.3	10	10	2398833	2398833	239883.3	99822.27	49.99227
2:29:00	48.7	57.5	44.3	10	10	741310	741310	74131.02	97971.3	49.91099
2:30:00	50	60.5	44.3	10	10	1000000	1000000	100000	97763.44	49.90176
2:31:00	46.1	47.8	44.3	10	10	407380	407380	40738.03	98799.79	49.94756
2:32:00	44.9	46.4	43.3	10	10	309030	309030	30902.95	98754.47	49.94557
2:33:00	44.8	46.8	43.3	10	10	301995	301995	30199.52	99315.51	49.97017
2:34:00	45.1	51.2	43.3	10	10	323594	323594	32359.37	99574	49.98146
2:35:00	46.6	51.5	44.3	10	10	457088	457088	45708.82	100270.2	50.01172
2:36:00	56.2	63.2	44.3	10	10	4168694	4168694	416869.4	101028.4	50.04443
2:37:00	44.8	48.3	43.3	10	10	301995	301995	30199.52	95181.73	49.78554
2:38:00	46.3	50	43.3	10	10	426580	426580	42657.95	99375.71	49.9728
2:39:00	46	47.6	45.3	10	10	398107	398107	39810.72	99481.04	49.9774
2:40:00	45.2	46.3	44.3	10	10	331131	331131	33113.11	100562.7	50.02437
2:41:00	45.1	46	44.3	10	10	323594	323594	32359.37	100738.4	50.03195
2:42:00	46.6	51.9	44.3	10	10	457088	457088	45708.82	110013.1	50.41444
2:43:00	46.6	50.4	44.3	10	10	457088	457088	45708.82	112733.5	50.52053
2:44:00	48.1	55.9	45.3	10	10	645654	645654	64565.42	113527.1	50.55099
2:45:00	46.1	54.8	44.3	10	10	407380	407380	40738.03	112954.3	50.52903
2:46:00	44.9	45.9	44.3	10	10	309030	309030	30902.95	113630.1	50.55493
2:47:00	48.3	54.8	44.3	10	10	676083	676083	67608.3	115165.5	50.61322
2:48:00	43.8	44.6	43.3	10	10	239883	239883	23988.33	114749.6	50.59751
2:49:00	45.4	48.8	43.3	10	10	346737	346737	34673.69	115077.3	50.6099
2:50:00	57.8	65.1	44.3	10	10	6025596	6025596	602559.6	115002.8	50.60708
2:51:00	46	54.3	43.3	10	10	398107	398107	39810.72	109993.4	50.41367
2:52:00	53.4	59.4	46.3	10	10	2187762	2187762	218776.2	110127.6	50.41896
2:53:00	47.3	55.4	44.3	10	10	537032	537032	53703.18	106973.2	50.29275
2:54:00	51.8	59.1	43.3	10	10	1513561	1513561	151356.1	115028.6	50.60806
2:55:00	56.7	65.3	44.3	10	10	4677351	4677351	467735.1	120859.2	50.8228
2:56:00	49.9	57.8	44.3	10	10	977237	977237	97723.72	113682.8	50.55695
2:57:00	46.3	50.4	44.3	10	10	426580	426580	42657.95	112970	50.52963
2:58:00	49.8	56.8	44.3	10	10	954993	954993	95499.26	112810.9	50.52351
2:59:00	47.5	52.4	43.3	10	10	562341	562341	56234.13	111657.6	50.47888
3:00:00	49.3	60.9	43.3	10	10	851138	851138	85113.8	111679.5	50.47973
3:01:00	54	63.9	47.3	10	10	2511886	2511886	251188.6	110825.6	50.4464
3:02:00	56.7	65.2	44.3	10	10	4677351	4677351	467735.1	107819.1	50.32696
3:03:00	54	64.4	44.3	10	10	2511886	2511886	251188.6	101259	50.05434
3:04:00	45.7	50.8	43.3	10	10	371535	371535	37153.52	98199.32	49.92108
3:05:00	43.8	45.2	43.3	10	10	239883	239883	23988.33	98107.14	49.91701
3:06:00	44.1	45.1	43.3	10	10	257040	257040	25703.96	103226.2	50.1379
3:07:00	49.5	56.9	43.3	10	10	891251	891251	89125.09	103849.4	50.16404
3:08:00	52.5	59.8	44.3	10	10	1778279	1778279	177827.9	108277.5	50.34538
3:09:00	50.3	59.7	43.3	10	10	1071519	1071519	107151.9	105933	50.25031
3:10:00	49.7	55.2	43.3	10	10	933254	933254	93325.43	105702.5	50.24085
3:11:00	49.3	56.3	44.3	10	10	851138	851138	85113.8	104963.4	50.21038
3:12:00	44.4	45.9	43.3	10	10	275423	275423	27542.29	104399.6	50.18699
3:13:00	43.8	44.4	43.3	10	10	239883	239883	23988.33	105093.6	50.21576
3:14:00	43.9	44.8	43.3	10	10	245471	245471	24547.09	105220.8	50.22102
3:15:00	44.9	48.4	43.3	10	10	309030	309030	30902.95	105793.1	50.24457
3:16:00	45.4	50.1	43.3	10	10	346737	346737	34673.69	105842.8	50.24661
3:17:00	49.2	56	44.3	10	10	831764	831764	83176.38	107178.5	50.30108
3:18:00	44.7	47.4	44.3	10	10	295121	295121	29512.09	106687.3	50.28113
3:19:00	55.9	66.8	44.3	10	10	3890451	3890451	389045.1	106747.3	50.28357
3:20:00	44.4	45.6	43.3	10	10	275423	275423	27542.29	100974.2	50.0421
3:21:00	44.9	46.5	44.3	10	10	309030	309030	30902.95	110557.8	50.43589
3:22:00	44.7	46.9	44.3	10	10	295121	295121	29512.09	111828.6	50.48553
3:23:00	46.3	48.8	44.3	10	10	426580	426580	42657.95	113801.9	50.5615
3:24:00	46.7	52.7	44.3	10	10	467735	467735	46773.51	117681.4	50.70708
3:25:00	45.5	48.6	44.3	10	10	354813	354813	35481.34	117550.2	50.70223
3:26:00	44.6	45.6	43.3	10	10	288403	288403	28840.32	117510.7	50.70078
3:27:00	46.1	49.9	44.3	10	10	407380	407380	40738.03	118156.9	50.72459
3:28:00	51.1	58.5	44.3	10	10	1288250	1288250	128825	118126.3	50.72347
3:29:00	47.9	51.1	45.3	10	10	616595	616595	61659.5	121498.1	50.84569
3:30:00	52.1	58.6	45.3	10	10	1621810	1621810	162181	153724.8	51.86744
3:31:00	45.8	47.9	44.3	10	10	380189	380189	38018.94	152650.5	51.83698
3:32:00	48.1	53.8	44.3	10	10	645654	645654	64565.42	169469	52.2909
3:33:00	46.6	52	44.3	10	10	457088	457088	45708.82	200890.3	53.02959
3:34:00	48.7	55.6	45.3	10	10	741310	741310	74131.02	225354.5	53.52866
3:35:00	49.6	59	44.3	10	10	912011	912011	91201.08	224798	53.51792
3:36:00	48.2	52.7	45.3	10	10	660693	660693	66069.34	224237	53.50707

3:37:00	54.5	63.3	44.3	10	10	2818383	2818383	281838.3	223755.1	53.49773
3:38:00	46.9	51.5	44.3	10	10	489779	489779	48977.88	222540	53.47408
3:39:00	50.2	57.6	44.3	10	10	1047129	1047129	104712.9	222503.2	53.47336
3:40:00	46.4	50.4	44.3	10	10	436516	436516	43651.58	221349.4	53.45078
3:41:00	57.7	66.3	45.3	10	10	5888437	5888437	588843.7	221857.3	53.46074
3:42:00	53.2	63.1	45.3	10	10	2089296	2089296	208929.6	214939.6	53.32316
3:43:00	49.7	56.8	44.3	10	10	933254	933254	93325.43	213012.9	53.28406
3:44:00	44.8	46.7	44.3	10	10	301995	301995	30199.52	213284.9	53.2896
3:45:00	49.1	55.9	45.3	10	10	812831	812831	81283.05	217814.9	53.38067
3:46:00	50.9	61.1	44.3	10	10	1230269	1230269	123026.9	223249.8	53.48791
3:47:00	46.3	50.7	44.3	10	10	426580	426580	42657.95	222227	53.46797
3:48:00	46.4	51.6	44.3	10	10	436516	436516	43651.58	223386.1	53.49056
3:49:00	44.8	45.5	44.3	10	10	301995	301995	30199.52	224906.8	53.52003
3:50:00	54.8	63.3	44.3	10	10	3019952	3019952	301995.2	225958.9	53.54029
3:51:00	46.8	52	44.3	10	10	478630	478630	47863.01	221723.4	53.45812
3:52:00	44.7	45.9	44.3	10	10	295121	295121	29512.09	231441.6	53.64441
3:53:00	57.3	68.8	44.3	10	10	5370318	5370318	537031.8	236863.3	53.74498
3:54:00	57	66.3	44.3	10	10	5011872	5011872	501187.2	229579.5	53.60933
3:55:00	45.7	47.1	44.3	10	10	371535	371535	37153.52	222855.1	53.48022
3:56:00	47.4	52	44.3	10	10	549541	549541	54954.09	223864.6	53.49985
3:57:00	45.2	47	44.3	10	10	331131	331131	33113.11	225845	53.5381
3:58:00	44.2	45.1	43.3	10	10	263027	263027	26302.68	227391.3	53.56774
3:59:00	47.6	53.6	44.3	10	10	575440	575440	57543.99	228698.2	53.59263
4:00:00	45.3	46.9	44.3	10	10	338844	338844	33884.42	229063	53.59955
4:01:00	48.5	54	44.3	10	10	707946	707946	70794.58	229260	53.60328
4:02:00	48.7	51.5	46.3	10	10	741310	741310	74131.02	228996	53.59828
4:03:00	48.3	55	44.3	10	10	676083	676083	67608.3	228635.2	53.59143
4:04:00	45	45.6	44.3	10	10	316228	316228	31622.78	229253.6	53.60316
4:05:00	55.2	64.4	45.3	10	10	3311311	3311311	331131.1	229663.8	53.61093
4:06:00	48	54.3	44.3	10	10	630957	630957	63095.73	230780.1	53.63198
4:07:00	55.5	63.1	45.3	10	10	3548134	3548134	354813.4	232193.6	53.6585
4:08:00	45.7	50.1	44.3	10	10	371535	371535	37153.52	229110.5	53.60045
4:09:00	49.7	56.4	44.3	10	10	933254	933254	93325.43	232054.5	53.6559
4:10:00	46.9	52.3	44.3	10	10	489779	489779	48977.88	240313.2	53.80778
4:11:00	47.1	51.3	44.3	10	10	512861	512861	51286.14	240478.3	53.81076
4:12:00	48.4	56	44.3	10	10	691831	691831	69183.1	240627.8	53.81346
4:13:00	45	46.2	44.3	10	10	316228	316228	31622.78	242578.2	53.84852
4:14:00	47.7	53.6	45.3	10	10	588844	588844	58884.37	247201.7	53.93051
4:15:00	45.3	46.8	44.3	10	10	338844	338844	33884.42	251613.5	54.00734
4:16:00	50.6	58.2	44.3	10	10	1148154	1148154	114815.4	255855.5	54.07995
4:17:00	47.3	53.9	44.3	10	10	537032	537032	53703.18	257191.6	54.10257
4:18:00	45.2	48.5	44.3	10	10	331131	331131	33113.11	258705.6	54.12806
4:19:00	46.3	51.6	44.3	10	10	426580	426580	42657.95	260984.1	54.16614
4:20:00	57.8	65.9	47.3	10	10	6025596	6025596	602559.6	261627.9	54.17684
4:21:00	50.3	58.4	44.3	10	10	1071519	1071519	107151.9	266101.3	54.25047
4:22:00	51.7	58.8	45.3	10	10	1479108	1479108	147910.8	267418.9	54.27192
4:23:00	54.4	63.7	45.3	10	10	2754229	2754229	275422.9	268517	54.28972
4:24:00	45.9	50.4	44.3	10	10	389045	389045	38904.51	269977.9	54.31328
4:25:00	45.2	47.3	44.3	10	10	331131	331131	33113.11	271630.1	54.33978
4:26:00	48.3	55.6	44.3	10	10	676083	676083	67608.3	273487.3	54.36937
4:27:00	45.9	48.3	44.3	10	10	389045	389045	38904.51	273388.2	54.3678
4:28:00	55.2	66.9	44.3	10	10	3311311	3311311	331131.1	274191.4	54.38054
4:29:00	63	72.7	48.3	10	10	19952623	19952623	1995262	269799.3	54.31041
4:30:00	49.9	60.3	44.3	10	10	977237	977237	97723.72	238742.1	53.77929
4:31:00	60.2	69.5	50.3	10	10	10471285	10471285	1047129	240931.4	53.81893
4:32:00	62.9	74.4	50.3	10	10	19498446	19498446	1949845	226882.2	53.558
4:33:00	61.8	72.8	45.3	10	10	15135612	15135612	1513561	196633.1	52.93657
4:34:00	46.1	50.4	44.3	10	10	407380	407380	40738.03	174656.8	52.42185
4:35:00	47.6	51.4	44.3	10	10	575440	575440	57543.99	180925.6	52.575
4:36:00	45.7	48	44.3	10	10	371535	371535	37153.52	190243.1	52.79309
4:37:00	53.2	61.9	44.3	10	10	2089296	2089296	208929.6	203171.1	53.07862
4:38:00	46.7	49.2	46.3	10	10	467735	467735	46773.51	215976.2	53.34406
4:39:00	45.5	48.3	44.3	10	10	354813	354813	35481.34	237167.6	53.75055
4:40:00	48.7	54.8	45.3	10	10	741310	741310	74131.02	239540.1	53.79378
4:41:00	52.4	58.7	46.3	10	10	1737801	1737801	173780.1	242588.5	53.8487
4:42:00	49.7	57.8	46.3	10	10	933254	933254	93325.43	242046.4	53.83899
4:43:00	50.4	58	45.3	10	10	1096478	1096478	109647.8	247438.8	53.93468
4:44:00	54.8	63.6	44.3	10	10	3019952	3019952	301995.2	251004.6	53.99682
4:45:00	56.1	62.7	47.3	10	10	4073803	4073803	407380.3	249789.5	53.97574
4:46:00	47.9	50.3	45.3	10	10	616595	616595	61659.5	245896.1	53.90752
4:47:00	50.5	55.4	46.3	10	10	1122018	1122018	112201.8	262727.1	54.19505
4:48:00	51.3	59.5	45.3	10	10	1348963	1348963	134896.3	266250.3	54.2529
4:49:00	49.7	54.3	47.3	10	10	933254	933254	93325.43	268920.7	54.29624
4:50:00	46.8	48.3	45.3	10	10	478630	478630	47863.01	285639.9	54.55819
4:51:00	58	65.6	46.3	10	10	6309573	6309573	630957.3	291631.9	54.64835
4:52:00	55.5	64.4	45.3	10	10	3548134	3548134	354813.4	288063.8	54.59489
4:53:00	50	55.2	45.3	10	10	1000000	1000000	100000	289425.5	54.61537
4:54:00	49.9	56.5	45.3	10	10	977237	977237	97723.72	294393.9	54.68929
4:55:00	49.9	60.1	46.3	10	10	977237	977237	97723.72	301512	54.79305
4:56:00	52.4	59.2	46.3	10	10	1737801	1737801	173780.1	310894.8	54.92613
4:57:00	51	56.5	46.3	10	10	1258925	1258925	125892.5	313517.3	54.96262
4:58:00	50.2	56.3	46.3	10	10	1047129	1047129	104712.9	317611.4	55.01896
4:59:00	49	55.2	45.3	10	10	794328	794328	79432.82	323843.3	55.10335

5:00:00	46.6	48.7	45.3	10	10	457088	457088	45708.82	328166.8	55.16095
5:01:00	47.4	52.4	45.3	10	10	549541	549541	54954.09	340342.5	55.31916
5:02:00	47.2	49.7	45.3	10	10	524807	524807	52480.75	351781.7	55.46273
5:03:00	50.2	57.3	45.3	10	10	1047129	1047129	104712.9	358525.2	55.5452
5:04:00	47.5	53.3	45.3	10	10	562341	562341	56234.13	362558.9	55.59379
5:05:00	56	64.7	46.3	10	10	3981072	3981072	398107.2	366107.6	55.63609
5:06:00	51.7	57.1	47.3	10	10	1479108	1479108	147910.8	361570.7	55.58193
5:07:00	52.3	58	46.3	10	10	1698244	1698244	169824.4	397286.6	55.99104
5:08:00	53.3	55.7	50.3	10	10	2137962	2137962	213796.2	408319	56.11
5:09:00	57.7	64.3	48.3	10	10	5888437	5888437	588843.7	410274.5	56.13075
5:10:00	47.7	53.3	45.3	10	10	588844	588844	58884.37	404551.7	56.06974
5:11:00	47.8	52	45.3	10	10	602560	602560	60255.96	408603.5	56.11302
5:12:00	52.7	58.6	46.3	10	10	1862087	1862087	186208.7	412189.6	56.15097
5:13:00	54.9	60.8	48.3	10	10	3090295	3090295	309029.5	418676.8	56.21879
5:14:00	55.1	61.8	47.3	10	10	3235937	3235937	323593.7	426765.1	56.30189
5:15:00	54.6	61.2	46.3	10	10	2884032	2884032	288403.2	425278.9	56.28674
5:16:00	52.9	58.3	46.3	10	10	1949845	1949845	194984.5	427916.9	56.31359
5:17:00	51.6	58.8	46.3	10	10	1445440	1445440	144544	428853.7	56.32309
5:18:00	52.3	60	47.3	10	10	1698244	1698244	169824.4	437456.2	56.40935
5:19:00	49.1	52.8	47.3	10	10	812831	812831	81283.05	443173.5	56.46574
5:20:00	59.4	65.7	51.3	10	10	8709636	8709636	870963.6	447337.6	56.50635
5:21:00	52.7	58.7	48.3	10	10	1862087	1862087	186208.7	435524.5	56.39013
5:22:00	53.3	61.2	48.3	10	10	2137962	2137962	213796.2	438472.4	56.41942
5:23:00	55.6	62.3	49.3	10	10	3630781	3630781	363078.1	440556.5	56.44002
5:24:00	51.4	56	48.3	10	10	1380384	1380384	138038.4	450059.4	56.5327
5:25:00	51.6	57.9	46.3	10	10	1445440	1445440	144544	453951.1	56.57009
5:26:00	47.9	49.5	46.3	10	10	616595	616595	61659.5	464184.9	56.66691
5:27:00	49.4	52.6	46.3	10	10	870964	870964	87096.36	471705	56.7367
5:28:00	48.3	52.8	47.3	10	10	676083	676083	67608.3	475900.8	56.77516
5:29:00	51.2	54.8	47.3	10	10	1318257	1318257	131825.7	486304.5	56.86908
5:30:00	53.6	57.5	49.3	10	10	2290868	2290868	229086.8	492854.2	56.92718
5:31:00	53.1	59.7	47.3	10	10	2041738	2041738	204173.8	539368.6	57.31886
5:32:00	51.3	56.8	48.3	10	10	1348963	1348963	134896.3	543241	57.34993
5:33:00	52.9	57.2	49.3	10	10	1949845	1949845	194984.5	545911.4	57.37122
5:34:00	56.2	62.7	49.3	10	10	4168694	4168694	416869.4	548998.1	57.39571
5:35:00	57.9	63.5	50.3	10	10	6165950	6165950	616595	548685.4	57.39323
5:36:00	59.1	70	49.3	10	10	8128305	8128305	812830.5	543927.7	57.35541
5:37:00	59.9	69.1	50.3	10	10	9772372	9772372	977237.2	543318	57.35054
5:38:00	61.2	68.7	48.3	10	10	13182567	13182567	1318257	548501.5	57.39178
5:39:00	52.5	55.9	50.3	10	10	1778279	1778279	177827.9	532049.4	57.25952
5:40:00	54.1	58.7	50.3	10	10	2570396	2570396	257039.6	538244.6	57.3098
5:41:00	51.5	55.1	48.3	10	10	1412538	1412538	141253.8	546603.6	57.37672
5:42:00	56.2	61.1	51.3	10	10	4168694	4168694	416869.4	573887.4	57.58827
5:43:00	55.1	60.2	50.3	10	10	3235937	3235937	323593.7	580802.3	57.64028
5:44:00	53.6	57.9	50.3	10	10	2290868	2290868	229086.8	583204.6	57.65821
5:45:00	52.4	54.7	50.3	10	10	1737801	1737801	173780.1	595673.8	57.75008
5:46:00	60.3	69.5	50.3	10	10	10715193	10715193	1071519.3	611913.4	57.8669
5:47:00	55.1	60.4	49.3	10	10	3235937	3235937	323593.7	603005.2	57.80321
5:48:00	54.7	60.6	51.3	10	10	2951209	2951209	295120.9	608880.1	57.84532
5:49:00	60.4	69.6	52.3	10	10	10964782	10964782	1096478.2	613552	57.87851
5:50:00	56.1	60.8	51.3	10	10	4073803	4073803	407380.3	614859	57.88776
5:51:00	56.2	61.4	52.3	10	10	4168694	4168694	416869.4	617228.4	57.90446
5:52:00	56.4	62.4	50.3	10	10	4365158	4365158	436515.8	622354.5	57.94038
5:53:00	56	65.5	50.3	10	10	3981072	3981072	398107.2	677001.8	58.3059
5:54:00	57.2	61.6	52.3	10	10	5248075	5248075	524807.5	683913.8	58.35001
5:55:00	58.2	66	49.3	10	10	6606934	6606934	660693.4	689029.7	58.38238
5:56:00	55.2	61.5	50.3	10	10	3311311	3311311	331131.1	685293.5	58.35877
5:57:00	55.7	63.9	49.3	10	10	3715352	3715352	371535.2	691042.6	58.39505
5:58:00	56.8	63.6	49.3	10	10	4786301	4786301	478630.1	692468.5	58.404
5:59:00	55.3	59.6	48.3	10	10	3388442	3388442	338844.2	692468.5	58.404
6:00:00	58.9	68.8	49.3	10	10	7762471	7762471	776247.1	694265.9	58.41526
6:01:00	58.7	68	50.3	10	10	7413102	7413102	741310.2	694567.2	58.41714
6:02:00	56.6	66.7	50.3	10	10	4570882	4570882	457088.2	700070.7	58.45142
6:03:00	55.4	62.8	47.3	10	10	3467369	3467369	346736.9	701824.9	58.46229
6:04:00	54.3	57.9	50.3	10	10	2691535	2691535	269153.5	708983.4	58.50636
6:05:00	51	55.4	47.3	10	10	1258925	1258925	125892.5	722772.2	58.59001
6:06:00	63.6	71.2	48.3	10	10	22908677	22908677	2290867.7	737340.6	58.67668
6:07:00	59.2	63.9	51.3	10	10	8317638	8317638	831763.8	717434.1	58.55782
6:08:00	55.2	62.8	50.3	10	10	3311311	3311311	331131.1	716214.4	58.55043
6:09:00	53.9	62.4	49.3	10	10	2454709	2454709	245470.9	715079.3	58.54354
6:10:00	54.8	61.1	50.3	10	10	3019952	3019952	301995.2	728043	58.62157
6:11:00	54.4	58.8	50.3	10	10	2754229	2754229	275422.9	757831.3	58.79573
6:12:00	57.6	64.8	51.3	10	10	5754399	5754399	575439.9	762191.5	58.82064
6:13:00	59	67.3	50.3	10	10	7943282	7943282	794328.2	764674.8	58.83477
6:14:00	53.7	60.7	50.3	10	10	2344229	2344229	234422.9	759054.1	58.80273
6:15:00	56.5	63.5	50.3	10	10	4466836	4466836	446683.6	768084.5	58.85409
6:16:00	54	59.5	50.3	10	10	2511886	2511886	251188.6	792397.4	58.98943
6:17:00	58.2	65.5	50.3	10	10	6606934	6606934	660693.4	796373.9	59.01117
6:18:00	57.1	62.4	51.3	10	10	5128614	5128614	512861.4	836867.3	59.22657
6:19:00	55.2	60.8	51.3	10	10	3311311	3311311	331131.1	850290.6	59.29567
6:20:00	52.1	55.9	49.3	10	10	1621810	1621810	162181	869997.7	59.39518
6:21:00	55.6	62.1	50.3	10	10	3630781	3630781	363078.1	879093.8	59.44035
6:22:00	55.3	60.8	51.3	10	10	3388442	3388442	338844.2	890097.4	59.49438

6:23:00	59.7	71.2	53.3	10	10	9332543	9332543	933254.3	898966.1	59.53743
6:24:00	55.7	60.7	51.3	10	10	3715352	3715352	371535.2	890687.1	59.49725
6:25:00	58.8	64.8	52.3	10	10	7585776	7585776	758577.6	912154.6	59.60068
6:26:00	57.1	62.8	50.3	10	10	5128614	5128614	512861.4	929840	59.68408
6:27:00	55.3	59.2	50.3	10	10	3388442	3388442	338844.2	947707.2	59.76674
6:28:00	58.4	64.7	51.3	10	10	6918310	6918310	691831		
6:29:00	57.2	62.6	53.3	10	10	5248075	5248075	524807.5		
6:30:00	64.8	73.4	51.3	10	10	30199517	30199517	3019952		
6:31:00	56.4	59.7	52.3	10	10	4365158	4365158	436515.8		
6:32:00	54.7	58.4	50.3	10	10	2951209	2951209	295120.9		
6:33:00	55.8	59.4	51.3	10	10	3801894	3801894	380189.4		
6:34:00	56	59.4	52.3	10	10	3981072	3981072	398107.2		
6:35:00	55.2	58.8	51.3	10	10	3311311	3311311	331131.1		
6:36:00	58.9	65.6	52.3	10	10	7762471	7762471	776247.1		
6:37:00	61.1	67	53.3	10	10	12882496	12882496	1288250		
6:38:00	55.2	60.5	53.3	10	10	3311311	3311311	331131.1		
6:39:00	57.4	61.5	54.3	10	10	5495409	5495409	549540.9		
6:40:00	58.8	64	52.3	10	10	7585776	7585776	758577.6		
6:41:00	62.5	66.8	57.3	10	10	17782794	17782794	1778279		
6:42:00	59.2	62.4	53.3	10	10	8317638	8317638	831763.8		
6:43:00	56.7	60.7	52.3	10	10	4677351	4677351	467735.1		
6:44:00	59.9	66.3	55.3	10	10	9772372	9772372	977237.2		
6:45:00	60.6	66.8	52.3	10	10	11481536	11481536	1148154		
6:46:00	57.3	61.1	54.3	10	10	5370318	5370318	537031.8		
6:47:00	58.3	65	53.3	10	10	6760830	6760830	676083		
6:48:00	57.6	63.5	53.3	10	10	5754399	5754399	575439.9		
6:49:00	60.7	66.3	51.3	10	10	11748976	11748976	1174898		
6:50:00	57.4	60.7	51.3	10	10	5495409	5495409	549540.9		
6:51:00	58.6	62	55.3	10	10	7244360	7244360	724436		
6:52:00	65.7	75.6	55.3	10	10	37153523	37153523	3715352		
6:53:00	59.1	68.4	54.3	10	10	8128305	8128305	812830.5		
6:54:00	59.2	68.3	52.3	10	10	8317638	8317638	831763.8		
6:55:00	56.4	63.7	52.3	10	10	4365158	4365158	436515.8		
6:56:00	58.3	63.1	54.3	10	10	6760830	6760830	676083		
6:57:00	56.6	63.4	51.3	10	10	4570882	4570882	457088.2		
6:58:00	56.8	61.5	52.3	10	10	4786301	4786301	478630.1		
6:59:00	56.5	61.6	52.3	10	10	4466836	4466836	446683.6		
7:00:00	59	65.6	53.3	10	10	7943282	7943282	794328.2		
7:01:00	60.3	68.2	52.3	0	0	1071519	1071519	1071519		
7:02:00	57.5	60.6	52.3	0	0	562341	562341	562341.3		
7:03:00	58.9	62.9	54.3	0	0	776247	776247	776247.1		
7:04:00	60.4	63.1	55.3	0	0	1096478	1096478	1096478		
7:05:00	60	66.7	53.3	0	0	1000000	1000000	1000000		
7:06:00	60.4	67.1	56.3	0	0	1096478	1096478	1096478		
7:07:00	58.8	61.6	55.3	0	0	758578	758578	758577.6		
7:08:00	54.2	56.8	51.3	0	0	263027	263027	263026.8		
7:09:00	60.1	64.7	55.3	0	0	1023293	1023293	1023293		
7:10:00	63.2	70.7	56.3	0	0	2089296	2089296	2089296		
7:11:00	57.3	60.6	53.3	0	0	537032	537032	537031.8		
7:12:00	58.6	62.1	53.3	0	0	724436	724436	724436		
7:13:00	56.6	60.8	53.3	0	0	457088	457088	457088.2		
7:14:00	58.9	62.8	55.3	0	0	776247	776247	776247.1		
7:15:00	62.8	68.5	55.3	0	0	1905461	1905461	1905461		
7:16:00	56.9	59.9	54.3	0	0	489779	489779	489778.8		
7:17:00	64.9	72.1	55.3	0	0	3090295	3090295	3090295		
7:18:00	61.2	68.3	54.3	0	0	1318257	1318257	1318257		
7:19:00	61.8	65.1	54.3	0	0	1513561	1513561	1513561		
7:20:00	58.5	65.8	54.3	0	0	707946	707946	707945.8		
7:21:00	60.1	65.3	53.3	0	0	1023293	1023293	1023293		
7:22:00	59.4	62.8	54.3	0	0	870964	870964	870963.6		
7:23:00	56.4	57.9	54.3	0	0	436516	436516	436515.8		
7:24:00	62.2	67.6	55.3	0	0	1659587	1659587	1659587		
7:25:00	62.6	72.7	55.3	0	0	1819701	1819701	1819701		
7:26:00	62	65.8	56.3	0	0	1584893	1584893	1584893		
7:27:00	60	63.2	55.3	0	0					
7:28:00	58.6	64.8	53.3	0	0					
7:29:00	58.3	62.4	53.3	0	0					

End of 24 hours

Appendix G
Traffic Study

TRAFFIC AND PARKING IMPACT ANALYSIS SANTA CLARA FAMILY RESOURCES COURTHOUSE

I. INTRODUCTION, PROJECT LOCATION AND BACKGROUND

At the request of the Administrative Office of the Courts (AOC), State of California, Crane Transportation Group has analyzed traffic issues associated with the proposed Santa Clara Family Resources Courthouse. The project site is located approximately 0.2 miles northeast of State Route 87 (Guadalupe Parkway) and 1.0 mile northwest of Interstate 280. North Market Street, East St. James Street, North First Street, and Devine Street border the project site. The site is immediately northwest of the existing Historic Courthouse and Downtown Superior Court Courthouse. A site vicinity map is included as **Figure 1**.

The project site is comprised of several parcels, totaling approximately 1.8 acres. It is in use as a 222-space parking lot. The County owns most of the parcels, and the County and Superior Court share use of the County's portions of the parking lot. The Valley Transportation Authority owns one parcel of the proposed site, where public parking is allowed. A private party owns two additional parcels on the block, but the privately owned parcels are not part the courthouse project. **Figure 2** provides a site diagram.

The following land uses are immediately adjacent to the project site:

- North: private office buildings and a condominium complex;
- East: a parking lot and vacant commercial building;
- South: the Downtown Superior Court Courthouse and Historic Courthouse; and
- West: San Jose Fire Station 1.

The purpose of the project is to provide a new courthouse facility for the Superior Court. The project's objectives are to:

- Consolidate judicial operations from other facilities into one facility;
- Replace outdated, worn, and undersized buildings,
- Relieve the Court's current shortage of space, and
- Provide space for new judicial services and improved facilities with better internal security and access for judicial staff and the public.

For purposes of this analysis text, the “north,” “south,” “east,” and “west,” designations for city roadway names have been omitted.

The AOC proposes to acquire several parcels from the County, construct a new 20-courtroom courthouse on the consolidated parcels, and operate the courthouse for the Superior Court of California, County of Santa Clara (Superior Court). The new courthouse will replace the existing facilities shown in **Table 1**.

Table 1. SUPERIOR COURT’S LEASED FACILITIES IN SAN JOSE AND SUNNYVALE FAMILY COURTS

Facility	Address	Function	Notes
Superior Court Administration	111 W. St. John Street	Office space	10,577 BGSF
Terraine Courthouse (10 courtrooms)	115 Terraine Street	Drug Court	44,680 BGSF with 10 courtrooms
Park Center Plaza Family Court (6 courtrooms)	170 Park Center Plaza	Family Court	29, 703 BGSF with 6 courtrooms
Notre Dame Courthouse (2 courtrooms)	99 Notre Dame Avenue		14,004 BGSF with 2 courtrooms
Probate Investigators	111 W. St. John Street	Office space	4,442 BGSF
Sunnyvale Family Courts (2 courtrooms)			

The new San Jose Family Courthouse would consolidate the currently dispersed courtrooms and administrative space into the proposed new building and provide court support space for court administration, court clerk, court security operations, holding areas for in-custody detainees, and building support space.

Since the AOC is the project’s lead agency and is acting for the State of California on behalf of the Judicial Council of California, local governments’ land use planning and zoning regulations do not apply to the proposed courthouse project. The site lies within the Downtown Primary Commercial Zoning District (DC District). Properties located within the DC District are not subject to any on-site parking minimums or minimum setback requirements.

The AOC will base the design of the new courthouse on its Principles of Design for California Court Buildings, and will apply the following codes and standards: California Building Code (edition in effect as of the commencement of schematic design phase of a particular court project); California Government Code, California Code of Regulations, Title 24; California Energy Code, Americans With Disabilities Act; American Disability Act Accessibility Guidelines (Section 11); and Division of the State Architect’s Access Checklist.

The AOC plans to acquire the site in mid-2009, begin construction in mid 2012, complete construction in mid 2014, and begin operation in August 2014. After completion of the new courthouse, the Superior Court will vacate the current leased facilities.

Major work tasks for this traffic analysis consisted of:

- Conduct of weekday AM peak period traffic counts at five intersections immediately adjacent to the project site, expected to be affected by courthouse traffic in Downtown San Jose.
- Conduct of weekday AM peak period traffic counts at the five driveways providing access to the project site (driveways serving the existing 222-space parking lot).
- Conduct of weekday on-street and off-street parking demand surveys within walking distance of the project site, from 7:00 AM to 5:00 PM, on two survey days.
- Survey of existing courthouse staff and visitors on a peak activity day to determine times of arrival and departure, mode of travel, parking location (if applicable) and trip origins and destinations.
- Determination of the future year 2014 Base Case (without courthouse project) traffic volumes at the four signalized study intersections.
- Projection of weekday AM peak hour trip generation associated with the proposed courthouse in consultation with city, county and state representatives.
- Distribution of the project traffic to the five study intersections.
- Determination of whether the proposed location of the courthouse would negatively impact operation of the signalized intersections analyzed.
- Determination of whether the net new parking demand for the courthouse would exceed

SUMMARY

1. AM peak hour operating conditions (levels of service) at the four signalized analysis intersections are acceptable, operating at or better than LOS C (minimum acceptable is LOS D, per City standard for intersections outside the Downtown Core). However, intersections in the City's Downtown Core are not subject to this standard, and are reported for informational purposes, only.
2. The following improvements are planned within the near vicinity of the project in the analysis time period:¹
 - Reconfiguration of Julian Street as part of the Vandenberg Housing Project.
 - Return of two-way traffic flow for St James Street east of 4th Street.
 - Begin construction of Downtown San Jose BART Station.
3. Future (year 2014 - without project) operation at the four signalized study intersections would continue at or better than LOS C
4. The proposed project would be expected to generate at most, on a peak activity day during the AM peak commute traffic hour, 721 inbound and 72 outbound trips. These trips would be dispersed to and from all directions surrounding the site, based upon origin/destination information obtained through surveys of courthouse staff and visitors.
5. Year 2014 Base Case + project operating conditions (levels of service) at each signalized study intersection for the weekday AM peak hour will continue at or better than LOS C.
6. The proposed courthouse project does not include closure of any public through street that is currently used for emergency services, and would not be expected to interfere with any adopted emergency response plan. Therefore, no significant impacts are anticipated to emergency service access.
7. The state architect has allocated a total of 20 spaces for judicial and executive staff parking on the project site. Other net new parking due to the project can be accommodated on-street and in parking lots and garages within the walking area of the project site. **Appendix A** shows parking resources in the project site vicinity.

¹ Laura Wells, Department of Transportation, City of San Jose, e-mail and telephone communications, July, 2009.

III. SETTING

A. ROADWAYS AND INTERSECTIONS

Regional access is provided to the project site vicinity by the following facilities:

The State Route 87 freeway connects with SR 85 in south San Jose and to US 101 near the San Jose Airport. SR 87 also has connections with major east-west arterials and expressways throughout San Jose. A connection from SR 87 to Downtown San Jose is provided via a full interchange at Julian Street – West St James Street.

The following roadways provide primary circulation routes within the project site vicinity:

West St. James Street is a two-lane, one-way eastbound street extending between SR 87 and North First Street. East of North First Street, the roadway is named East St James Street, and is a one-way eastbound facility, however, the roadway is planned to be returned to two-way service east of 4th Street within the next year. East St James Street extends eastward to its terminus at North 19th Street. Fronting the project site, East St James Street is one-way eastbound, with on-street parking on both sides, curbs, gutters and sidewalks, and two-way driveway access to the project site (Market /St James parking lot). East St James Street has signalized intersections with Market Street, First Street and Second Street.

Market Street is a north-south four-lane roadway that runs from Bassett Street to West San Carlos Street. North of Bassett Street, Market Street becomes Coleman Avenue. South of the I-290 Freeway, Market Street merges with South First Street at Reed Street, and extends southward as South First Street. Fronting the project site, North Market Street has on-street parking, curbs, gutters and sidewalks, and no driveway access to the project site (Market /St James parking lot). Market Street has a side street stop sign controlled intersection with Devine Street, and a signalized intersection with St James Street.

First Street is a one-lane, one-way northbound street between San Carlos Street and Julian Street. From San Carlos Street to Julian Street, the Guadalupe Light Rail Transit (LRT) line runs along the east side of First Street. North of Julian Street, First Street transitions to a two-way roadway that is divided by the Guadalupe LRT line. Fronting the project site, First Street has curbs, gutters and sidewalks, and no on-street parking. There is a two-way driveway connecting to the project site (Market/St James parking lot). First Street is signalized at its intersection with Devine Street. >>>

Second Street is a two-lane, one-way southbound street between Jackson Street and the I-280 freeway. It has curbs, gutters and sidewalks, and on-street parking on both sides. Second Street is signalized at its intersection with East St James Street.

Devine Street is a two-way east-west street extending between Terraine Street and North Second Street. Fronting the project site, Devine Street has curbs, gutters and sidewalks, and on-street parking on both sides. There is a two-way driveway connecting to the project site (Market/St

James parking lot) and a two-way driveway connecting to the underground parking garage serving a large condominium complex located across Devine Street (north) from the project site.

B. EXISTING AND FUTURE BASE CASE (YEAR 2014 - WITHOUT PROJECT) TRAFFIC VOLUMES

1. EXISTING CONDITIONS

Weekday traffic counts were conducted at the request of Crane Transportation Group on a Wednesday in mid-May, 2009 from 7:00 – 9:30 AM at the following intersections:

- Market Street/ St James Street
- St James Street/ First Street
- St James Street/ Second Street
- First Street/ Devine Street
- Devine Street/Market Street

Since the courts generally end daily sessions prior to the weekday ambient PM peak traffic hour, analysis was not performed for this time period.

Figure 1 shows the roadway system, **Figure 3** shows AM peak hour traffic volumes at all analyzed locations and **Figure 4** shows intersection geometry and control. The ambient peak traffic hour was determined to be 7:45 to 8:45 AM.

The court's projected morning peak traffic hour (associated with start of court activity and support services) was found to overlap with the morning ambient peak traffic hour (7:45 – 8:45) along Market Street, St James Street and First Street.

2. FUTURE CONDITIONS (YEAR 2014)

Year 2014 Base Case (without project) traffic projections were developed for the five intersections for one analysis time period (AM peak hour). This planning horizon was chosen for analysis as it is anticipated that if approved, the court would be constructed and operating by 2014. Growth rates utilized to factor existing counts to year 2014 conditions were based upon a 2 % per year growth rate . Resultant year 2014 AM peak hour volumes for the study area roadway network are shown on **Figure 5**.

C. METHODOLOGY

1. INTERSECTION LEVEL OF SERVICE

Signalized Intersections. The City of San Jose level of service methodology is based on the Highway Capacity Manual (HCM) method for signalized intersections. Signalized intersection operation is evaluated using the 1985 HCM Operations Method and TRAFFIX software (Santa Clara Module). Intersections, rather than roadway segments between intersections, are almost always the capacity controlling locations for any circulation system. Signalized intersection operation is graded based upon two different scales. The first scale employs a grading system called Level of Service (LOS) which ranges from Level A, indicating uncongested flow and minimum delay to drivers, down to Level F, indicating significant congestion and delay on most or all intersection approaches. The Level of Service scale is also associated with a control delay tabulation (year 2000 Transportation Research Board [TRB] *Highway Capacity Manual* [HCM] operations method) at each intersection. The control delay designation allows a more detailed examination of the impacts of a particular project. Greater detail regarding the LOS/control delay relationship is provided below.

Table 2. SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Average Control Delay (Seconds/Vehicle)
A	delay \leq 10.0
B+	10.0 < delay \leq 12.0
B	12.0 < delay \leq 18.0
B-	18.0 < delay \leq 20.0
C+	20.0 < delay \leq 23.0
C	23.0 < delay \leq 32.0
C-	32.0 < delay \leq 35.0
D+	35.0 < delay \leq 39.0
D	39.0 < delay \leq 51.0
D-	51.0 < delay \leq 55.0
E+	55.0 < delay \leq 60.0
E	60.0 < delay \leq 75.0
E-	75.0 < delay \leq 80.0
F	delay > 80.0

Source: Santa Clara Valley Transportation Authority Congestion Management Program – Transportation Impact Analysis Guidelines

Minimum Acceptable Standard. The City of San Jose uses LOS D as the minimum acceptable operation at signalized intersections, however, this standard does not apply in San Jose’s Downtown Core.

D. EXISTING (WITHOUT PROJECT) INTERSECTION OPERATION

1. INTERSECTION LEVEL OF SERVICE

Table 3 shows existing operating conditions (levels of service) at each signalized intersection for the AM peak hour. During the AM peak hour, all intersections operate acceptably at or better than LOS C.

Table 3

INTERSECTION LEVEL OF SERVICE AM PEAK HOUR

INTERSECTION	EXISTING 2009	Future 2014 Base Case	Future 2014 W/Project
Market Street/ St James Street (Signal)	C+ - 20.6 ⁽¹⁾	C+ - 21.3	C - 23.4
St James Street/ First Street (Signal)*	A-8.1 ⁽¹⁾	A-8.0	B+ - 10.3
St James Street/ Second Street (Signal)	B+ -10.9 ⁽¹⁾	B+ -11.2	B - 12.9
First Street / Devine Street (Signal)*	A - 6.8 ⁽¹⁾	A - 8.1	A - 8.1

* First Street intersections are intermittently interrupted by passage of Light Rail cars which are observed to cause intermittent extensive back-ups and delays. The intersection analysis methodology does not reflect this intermittent activity.

(1) Signalized level of service - average control delay in seconds.

Methodology: Highway Capacity Manual, Traffix, Santa Clara Module

Source: Crane Transportation Group

E. PLANNED IMPROVEMENTS

City staff state that the following improvements are planned in the project site vicinity within the analysis time period:²

- Reconfiguration of Julian Street as part of the Vandenberg Housing Project
- Return of two-way traffic flow for St James Street east of 4th Street.
- Begin construction of Downtown San Jose BART Station. The Victory Parking Lot is planned as the construction staging area for the BART project. For this reason, the 450-space Victory Parking Lot is not assumed to be available as a parking resource for this project, or for the project site vicinity.

F. YEAR 2014 BASE CASE (WITHOUT PROJECT) INTERSECTION OPERATION

1. INTERSECTION LEVEL OF SERVICE

Table 3 also shows future (year 2014) operating conditions (levels of service) at each intersection for the AM peak hour. During the AM peak hour, all intersections will continue to operate acceptably at or better than LOS C.

G. PUBLIC TRANSIT ACCESS

The project site is served by all major transit modes serving Downtown San Jose. There are connections between bus lines, light rail and Caltrain within the Downtown area. The VTA (Valley Transportation Authority) bus lines, the ACE Train (Altamont Commuter Express) commuter rail service, Caltrain commuter rail service, VTA LRT (light rail transit), Amtrak Capitol Corridor Inner-City Rail and Greyhound bus lines serve the Downtown. All modes will be available to visitors to the new courthouse, as they are today. Surveys conducted at the courthouse security-check entrances of all visitors, plus surveys of staff, revealed the following percentages of existing transit use for the three family courthouses in Downtown San Jose.

Staff and visitor use of alternatives to the automobile (i.e, light rail, bus, bicycle, walking or combination of these) for access to work in the existing Downtown San Jose family courthouses:

Park Center Plaza Courts: Staff: 8%, Visitors: 14%
Notre Dame Courthouse: Staff: 9%, Visitors: 19%
Terraine Courthouse: Staff: 18%, Visitors: 25%

² Laura Wells, Department of Transportation, City of San Jose, e-mail and telephone communications, July, 2009.

H. EXISTING PARKING DEMAND

The following summarizes parking demand for the Santa Clara Family Courts determined through surveys conducted May 20, 2009 of the Park Center Plaza, Notre Dame and Terraine Courts facilities in San Jose. **Table 4 (a and b)** summarizes available parking within walking distance of the project site, based two days of surveys conducted May 20 and 21, 2009. Appendix Figures A-1 through A-12 provide a block-by-block record corresponding to the on-street parking data presented in **Table 4**. **Table 5** provides the total parking demand for all Superior Court facilities proposed to be consolidated based on survey data (summarized below for each court facility).

1. 170 Park Center Plaza Family Courts:

Staff:

Total staff: 114.

Required parking: 92% of staff responding to the written survey.

Profile of arrivals: All arrived between 8:00 and 9:00 AM.

If all 114 staff reported to work on the same day, a projected 105 parking spaces would be required.

Public:

Total visitors per court administration's daily average: 740.

Required parking: 86% of visitors responding to the written survey.

Profile of arrivals/departures: Arrivals begin just before 8:00 AM when the court opens, and last arrivals occur before 3:00 PM. The duration of stay is less than 1 hour for about 70% of visitors, with an additional 20% staying less than 2 hours. Other than at 8:00 AM, when the maximum number of visitors require parking (i.e., a projected 300 spaces can be required), for all other hours, demand is less than 30% of the parking required for the day (i.e., about 190 parking spaces). Visitors were observed to arrive and leave throughout the morning and early afternoon in a somewhat steady flow, with the majority having short-duration visits.

On an average day, with 740 visitors, the aggregate parking demand for the day is about 635 spaces, with a demand for 190 spaces during any one hour after 9:00 AM.

2. Notre Dame Courthouse:

Staff:

Total staff: 39.

Required parking: 91% of staff responding to the written survey.

Profile of arrivals: All arrived by 8:00 or before 9:00 AM.

If all 39 staff reported to work on the same day, 36 parking spaces would be required by staff.

Public:

Total visitors per court administration's daily average: 435.

Required parking: 81% of visitors responding to the written survey.

Profile of arrivals/departures: Arrivals begin before 8:00 AM, when the court opens. The duration of stay ranges from 2 to 8 hours, with a very few staying only 10 to 20 minutes. For planning purposes, the following pattern of arrivals and duration of stay is assumed:

- 10 % stay 2 hours or less.
- 40 % stay 4 hours
- 40% stay 6 hours
- 10% stay 8 hours

The aggregate parking demand for the day is projected at about 350 spaces. From 8:00 to 10:00 AM, the maximum number of visitors require parking (i.e., 350 spaces could be required). By 10:00 AM until noon, 320 spaces could be required, dropping to about 175 spaces from 12:00 noon to 2:00 PM, then to about 35 spaces by 2:00 PM up to 4:30 or 5:00 PM.

3. Terraine Courthouse:

Staff:

Total staff: 88.

Required parking: 82% of staff responding to the written survey.

Profile of arrivals: All arrived by 8:00 or before 9:00 AM.

If all 88 staff reported to work on the same day, a projected 72 parking spaces would be required by staff.

Public:

Total visitors per court administration's daily average: 774.

Required parking: 75% (based on visitors responding to the written survey).

Profile of arrivals/departures: Arrivals begin before 8:00 AM, when the court opens. The duration of stay averages 2 hours, with a very few staying only 10 to 20 minutes. For planning purposes, the following pattern of arrivals and duration of stay is projected:

- 70 % stay 2 hours.
- 10 % stay 3 hours
- 10% stay 4 hours
- 10% stay 6+ hours

The aggregate parking demand for the day is projected at about 580 spaces. From 8:00 to 10:00 AM, demand can be 100%, or **580 spaces**. By 10:00 AM parking demand can drop to about 175 spaces, and by 12:00 noon, demand decreases to about 60 spaces, with demand decreasing further through the afternoon.

4. Sunnyvale Courthouse:

Staff:

Total staff: 16.

Required parking: 92% of staff.

Profile of arrivals: All arrive between by 8:00 or before 9:00 AM.

If all 16 staff reported to work on the same day, a projected 15 parking spaces would be required.

Public:

Total visitors per court manager's estimate: 220.

Required parking: 86% of visitors.

Profile of arrivals/departures: Arrivals begin just before 8:00 AM when the court opens, with last arrivals occurring before 3:00 PM. The duration of stay is less than 1 hour for about 70% of visitors, with an additional 20% staying less than 2 hours. Other than at 8:00 AM, when the maximum number of visitors require parking (i.e., a potential 190 spaces are required), for all other hours, less than 30% of the parking required for the day (i.e., about 60 parking spaces) are be required. Visitors arrive and leave throughout the morning and early afternoon in a somewhat steady flow, with the majority having short-duration visits.

IV. PROJECT IMPACTS

Significance Criteria

The following criteria have been used for this study to determine impact significance.

The proposed project would have significant impacts relating to transportation and circulation if it would lead to any of the outcomes listed below:

- The level of service at a signalized intersection degrades from LOS D or Better under existing or future base case conditions to LOS E or F under project conditions.
- The demand for parking would be substantially greater than the parking supply;
- or
- The demand for on-street parking, either through removal of, or increased demand for, existing on-street parking.

A. DESCRIPTION OF THE PROPOSED PROJECT

The courthouse will operate with twenty judicial position equivalents in twenty courtrooms.

Courthouse days and hours of operation will be the same as today: Monday through Friday, 8:00 AM – 5:00 PM. Courthouse vehicular activity will be at maximum levels every day in the morning.

The new San Jose family Courthouse will be a seven-story building plus a roof-top machinery room with a total height of approximately 120 feet. The proposed courthouse will have approximately 195,000 building gross square feet and will house the following departments:

- Family Court (10 Courtrooms);
- Juvenile Dependency Court (4 Courtrooms);
- Drug Court (6 Courtrooms);
- Probate;
- Civil Grand Jury;
- Court Administration, Human Resources, and Finance,
- Family Court Services;
- Court Settlement Unit;
- Child Waiting;
- Self-Help Center;
- In-Custody Central Holding;
- Sheriff's Operation Office; and
- Juvenile Dependency, Drug Court, and Family Court Justice Partners.

The AOC's siting of the proposed courthouse links with St. James Park, the Downtown Superior Court Courthouse, and the Historic Courthouse. It includes two intersecting building wings—the

first wing has a two-story open plaza with three stories above the plaza, and the second wing is a seven-story courtroom block. The first wing will house public functions such as the Clerks, Family Court Services and Justice Partners. The second wing will include courtrooms, administrative functions, and a mechanical equipment penthouse.

Transportation To and From the New Courthouse

The new courthouse will front on St James Street. It will have a maximum of 20 parking spaces accessed via Devine Street, reserved for judicial officers and executives. All public access will be pedestrian access via the St James main access.

A sallyport will be located on the north side of the building to accommodate Sheriff's buses. Sheriff's buses will enter and exit via a driveway connection to Devine Street.

Public Transit Access

The project site will continue to be served by all major transit modes serving Downtown San Jose, described in the setting section. All modes will be available to visitors to the new courthouse, as they are today. Surveys conducted at the courthouse security-check entrances of all visitors, plus surveys of staff, revealed the following percentages of existing transit use for the three family courthouses in Downtown San Jose.

Staff and visitor use of alternatives to the automobile (i.e, light rail, bus, bicycle, walking or combination of these) for access to work in the existing Downtown San Jose family courthouses:

Park Center Plaza Courts: Staff: 8%, Visitors: 14%
Notre Dame Courthouse: Staff: 9%, Visitors: 19%
Terraine Courthouse: Staff: 18%, Visitors: 25%

The courts intend to increase percentages of public transit use in the future.³

B. PROJECT TRIP GENERATION⁴

The following depicts *inbound courthouse traffic* on a theoretical Monday morning in August 2014 during the ambient traffic commute peak hour (7:45 – 8:45 AM), when the courts would be constructed and in use. The theoretical day intentionally presents a peak activity period scenario,

³ Susan Garcia, Director, Superior Court – Facilities/Security/General Services, memorandum, June, 2009.

⁴ The new courthouse will include services that are now spread around the area. For example, today a parent may choose to put a child in the child care center and then have to drive to Family Court (some blocks away) to attend a hearing --and then return. A defendant in Drug court would have to go to another facility to be drug tested before returning to court to have a hearing. A parent in dependency court with a related matter in Family Court would have to go to a different courthouse to retrieve an order or obtain a new one, etc. All of these services will be in the new court house so that these multiple trips can be eliminated – statement by , Superior Court Judge Loftus, July 14, 2009, e-mail communication.

and is based primarily on current courthouse operations in Downtown San Jose as determined by surveys at the security checkpoints at each Downtown Family courthouse.

Peak traffic generation could occur due to full-schedule operation of family courts and full staff presence. The following describes transportation and parking at the project site (New Family Courthouse).

1. DESCRIPTION OF TRANSPORTATION AND PARKING AT THE NEW FAMILY COURTHOUSE

Auto Access and Parking

Visitors accessing the new courthouse would, in general, travel the same routes as they currently travel to access the three family courthouse locations in Downtown San Jose (i.e., the Notre Dame, Terraine and Park Center Plaza courts). This is a key element of the traffic study for this project: most of the traffic that would be accessing the new courthouse is *currently on the roadway system, whether arriving from within the city, or driving from somewhere in the region*. The routes followed today to access existing family courts in Downtown San Jose would be the same routes followed to access the new facility, and the majority of parking choices for visitors would be within the same area of the downtown as is available today.

The administrative component of the new family courthouse would be transferred from facilities so close to the project site, as to result in no net new traffic or parking demand. Parking for administrative uses could continue as occurs today. The “net new” project-generated traffic is conservatively considered to include all Sunnyvale family courts staff and visitors, all Park Center Plaza courthouse staff and visitors, plus all staff from the Terraine and Notre Dame courthouses.

Today, the Park Center Plaza courthouse staff park in spaces reserved for court employees in the City View Garage (an underground garage serving the Park Center Plaza). Since the Park Center Plaza and City View Garage are outside the “walking area” of the project site, all staff and visitors to this, the largest of the courts to be transferred, are considered “net new” traffic and are considered to represent a “net new” parking demand in the immediate project site vicinity. Currently, the majority of Notre Dame courthouse staff park in spaces adjacent the Notre Dame courthouse building, while Terraine courthouse staff park in spaces adjacent the Terraine courthouse or in a nearby employee parking lot. However, once the Notre Dame and Terraine courthouses are vacated, parking available to these facilities will (presumably) be transferred to the new tenant(s) of these buildings; thus, for purposes of this study, all Notre Dame and Terraine courthouse staff trips and parking demand are considered “net new” to the project site vicinity. Staff from all three downtown facilities will likely park in the City of San Jose Market/San Pedro Garage or another lot or garage in the near vicinity of the project site (the location of staff parking has not yet been determined).

Once in the immediate vicinity of the project site, arriving drivers (staff and visitors) may choose to pass by one or more of the roads adjacent, or nearby the new courthouse prior to parking in the same vicinity as currently used for Terraine and Notre Dame courthouse visitors today (see **Figure 6**). For this reason, and to present a conservative analysis, the majority of projected “net

new” project traffic is shown to be newly added to the intersections analyzed for this study: Market Street/ St James Street, St James Street/First Street, St James Street/Second Street, First Street/Devine Street and Devine Street/Market Street.

Visitors would park, then access the courthouse as pedestrians via the public entrance fronting along St. James Street, while the majority of staff would access the courthouse as pedestrians using either the public entrance or staff entrance located on the north side of the courthouse fronting along Devine Street. The 20 justices assigned to the new courthouse, and some of the executive staff, as well as delivery and maintenance vehicles, would have access via Devine Street and would use either the on-site surface parking (22 spaces) or underground parking (18 spaces).

2. INBOUND PROJECT TRAFFIC

The following depicts *inbound courthouse traffic* on a **theoretical** Monday morning in **May 2014** during the ambient traffic commute peak hour (7:45 – 8:45 AM), when the courts would be constructed and in use. The theoretical day intentionally presents a peak activity period scenario, and is based primarily on current courthouse operations at the existing (dispersed) family courts in downtown San Jose.

Peak traffic generation would occur due full-schedule operation of family courts when staff reporting to work are at maximum. There would be *no jury calls* associated with these courts.

Net New Staff Arrivals

It is assumed that the majority of court staff would arrive at or before 8:00 AM, with a few arriving later, but no later than 8:30 AM @ 1 vehicle per staff member. Staff would consist of:

- 72 (formerly arriving at the Terraine Court)
- 39 (formerly arriving at the Notre Dame Court)
- 105 (formerly arriving at the Park Center Plaza Court)
- 15 (formerly arriving at the Sunnyvale Court)

231 Total Net New Staff Vehicle Arrivals (this takes into account alternative modes of transportation per current use data [written survey responses] for these courts).

Total New New Staff Arrivals 7:45 - 8:45 AM: 231 vehicles

Net New Visitor Arrivals

It is assumed that the majority of visitors would arrive between 8:00 and 9:00 AM, as currently occurs. Visitors would consist of:

- 300 (formerly arriving at the Park Center Plaza Court)
- 190 (formerly arriving at the Sunnyvale Court)

490 Total Net New Visitor Vehicle Arrivals - this takes into account alternative modes of transportation per current use data (i.e.,written survey responses) for these courts.

Total Net New Staff + Visitor Arrivals 7:45 - 8:45 AM: 721 vehicles

3. OUTBOUND PROJECT TRAFFIC

Outbound traffic is projected at 10 percent of inbound, or **72 vehicle trips**, attributable to outbound maintenance vehicles and drop-offs (i.e., the outbound trip from having dropped off a staff member or visitor), as well as brief, early visits to the courthouse for picking up and filing papers, counseling, consultations and appointment scheduling.

4. INBOUND PLUS OUTBOUND PROJECT TRAFFIC

The proposed project would be expected to generate at most, on a peak activity day during the AM peak commute traffic hour, **721 inbound and 72 outbound trips**.

C. PROJECT TRIP DISTRIBUTION

**AM Peak Hour (7:45 – 8:45) Trip Distribution of peak activity day:
721 inbound trips, 72 outbound trips**

TRIPS TO/FROM THE COURTHOUSE (BASED ON ALL SURVEY RESPONSES)

60 % to/from within San Jose, distributed as follows:

20% to/from north

12% to/from east

13% to/from south

15% to/from west

40% to/from region, distributed as follows:

15% to/from north

7% to/from east

8% to/from south

10 % to/from west

The project increment of trips are shown on **Figure 6**, while future 2014 + Project Volumes are shown on **Figure 7**.

D. INTERSECTION OPERATION

1. INTERSECTION LEVEL OF SERVICE

Table 3 shows year 2014 Base Case + project operating conditions (levels of service) at each signalized intersection for the weekday AM peak hour. During the AM peak hour, all intersections will continue to operate at or better than LOS C, thus, the project is considered to result in **no significant impacts to intersection operation**.

E. EMERGENCY ACCESS.

The AOC's development of the project site will conform to recommendations of the Superior Court of California (County of Santa Clara), the Santa Clara County Sheriff's Department, and the City of San Jose Fire Department to ensure adequate emergency access. The proposed project does not include closure of any public through street that is currently used for emergency services, and would not be expected to interfere with the adopted emergency response plan. Therefore, **no significant impacts are anticipated.**

F. PARKING DEMAND AND SUPPLY

Table 6 projects the total maximum transferred parking demand due to the proposed project. At the maximum project parking demand time of day (8:00 – 9:00 AM), with a minimum total available 334 on-street parking spaces (9:00 AM) and minimum 1,396 parking spaces in lots and garages open to the public (9:00 AM), the project's potential net new (transferred) 9:00 AM demand of 809 parking spaces within walking distance of the project site can be accommodated, along with displaced parking from facilities such as the Victory parking lot (once BART station construction commences). For this reason, this study concludes that the project's parking impacts will be **less than significant.**

TABLE 4a
SURVEY OF PARKING DEMAND
WITHIN WALKING DISTANCE OF THE PROJECT SITE
WEDNESDAY, MAY 20 AND THURSDAY, MAY 21, 2009

ON-STREET SPACES

Location	Total On-Street Parking Supply Within Walking Distance of the Project Site (Zones 1, 2 and 3) = 834 spaces	Occupied Parking Spaces (see Figures A-1 through A-12 for block-by-block detail)											
		7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
		5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21
ZONE 1	294 spaces	70	73	90	153	135	163	117	110	80	103	65	98
ZONE 2	259 spaces	157	145	161	142	207	161	184	154	134	140	142	147
ZONE 3	281 spaces	104	68	149	205	212	228	226	248	178	174	238	272
TOTAL OCCUPIED SPACES		331	286	400	500	554	552	527	527	392	417	445	517
TOTAL AVAILABLE SPACES		503	548	434	334	280	282	307	307	442	417	389	317
PERCENTAGE OF ON-STREET PARKING SPACES AVAILABLE IN ZONES 1, 2 AND 3 (1)		60%	66%	52%	40%	34%	34%	37%	37%	53%	50%	46%	38%

(1) Rounded up or down to the nearest 1 percent.

Source: Crane Transportation Group

**TABLE 4b. SURVEY OF AVAILABLE OFF-STREET (PARKING LOT AND GARAGE) PARKING SPACES
WITHIN WALKING DISTANCE OF THE PROJECT SITE**

PARKING LOTS AND GARAGES	TOTAL PARKING SPACES AVAILABLE TO THE PUBLIC (NOT UNDER LEASE AGREEMENT)	AVAILABLE SPACES											
		7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
		5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21	5/20	5/21
MARKET ST/ SAN PEDRO GARAGE	1,356 (1)	767	788	739	723	705	681	667	665	705	663	707	662
3RD ST/ ST JOHN GARAGE	To be determined	238	244	220	223	181	207	191	200	301	312	377	335
MARKET ST/ ST JAMES LOT (NE CORNER – PROJECT SITE)	222 spaces – mix of public and private	26	23	201	197	191	196	200	198	177	187	57	68
MARKET ST/ ST JAMES LOT (SW CORNER)	100 (2) (Comm Towers #1 Most spaces leased – 47 available to public)	39	42	26	16	23	29	22	25	26	27	28	30
ST JAMES/ SAN PEDRO LOT (U-SHAPE LOT)	219 (2) (Comm Towers #2)	174	180	68	49	60	30	49	57	46	82	71	102
NOTRE DAME /ST JOHN LOT	99 (1)	81	75	48	49	53	59	59	52	66	58	87	85
CARLYSLE/ ALMADEN LOT	126 (2)	113	118	77	81	66	81	60	69	61	84	76	85
2 ND ST/ ST JAMES LOT	127 (2)	122	119	98	58	61	55	56	61	58	58	85	79
TOTAL SPACES													
TOTAL SPACES AVAILABLE IN PARKING LOTS AND GARAGES		1,560	1,589	1,477	1,396	1,340	1,338	1,304	1,327	1,440	1,471	1,488	1,446

(1) Source: Susan Garcia, Director, Superior Court – Facilities/Security/General Services (2) Susie Brauer, Property Manager * Includes on-street parking spaces on both sides of the street. Does not include the following parking facilities: 1. Terraine Courthouse Employee Parking (will not be available after court moves); 2. Notre Dame Courthouse Employee Parking (will not be available after court moves); 3. Victory Parking Lot (soon to be unavailable due to BART project); 5. 225 West Santa Clara Garage (largely leased); 6. City View Garage (too far away from project site).
Source: Crane Transportation Group

**TABLE 5
TOTAL PARKING DEMAND AT EXISTING FAMILY COURTS**

WEDNESDAY MAY 20, 2009

COURTHOUSE		TOTAL PARKING DEMAND					
		8:00 AM	9:00 AM	11:00 AM	1:00 AM	3:00 PM	5:00 PM
170 PARK CENTER PLAZA FAMILY COURT - 7 courts	STAFF	105	105	105	105	105	105
	VISITORS	300	190	190	190	190	190
NOTRE DAME COURTHOUSE	STAFF	36	36	36	36	36	36
	VISITORS	350	350	320	175	35	35
TERRAINE COURTHOUSE	STAFF	72	72	72	72	72	72
	VISITORS	580	580	175	60	50	40
SUNNYVALE FAMILY COURTS – 2 courts	STAFF	15	15	15	15	15	15
	VISITORS	190	190	60	60	60	60
TOTAL DEMAND	STAFF + VISITORS	1648	1538	973	713	563	553

Source: Crane Transportation Group

**TABLE 6
NET NEW PARKING DEMAND IN VICINITY OF PROJECT SITE
(DEMAND TRANSFERRED FROM EXISTING FACILITIES BY TIME OF DAY)**

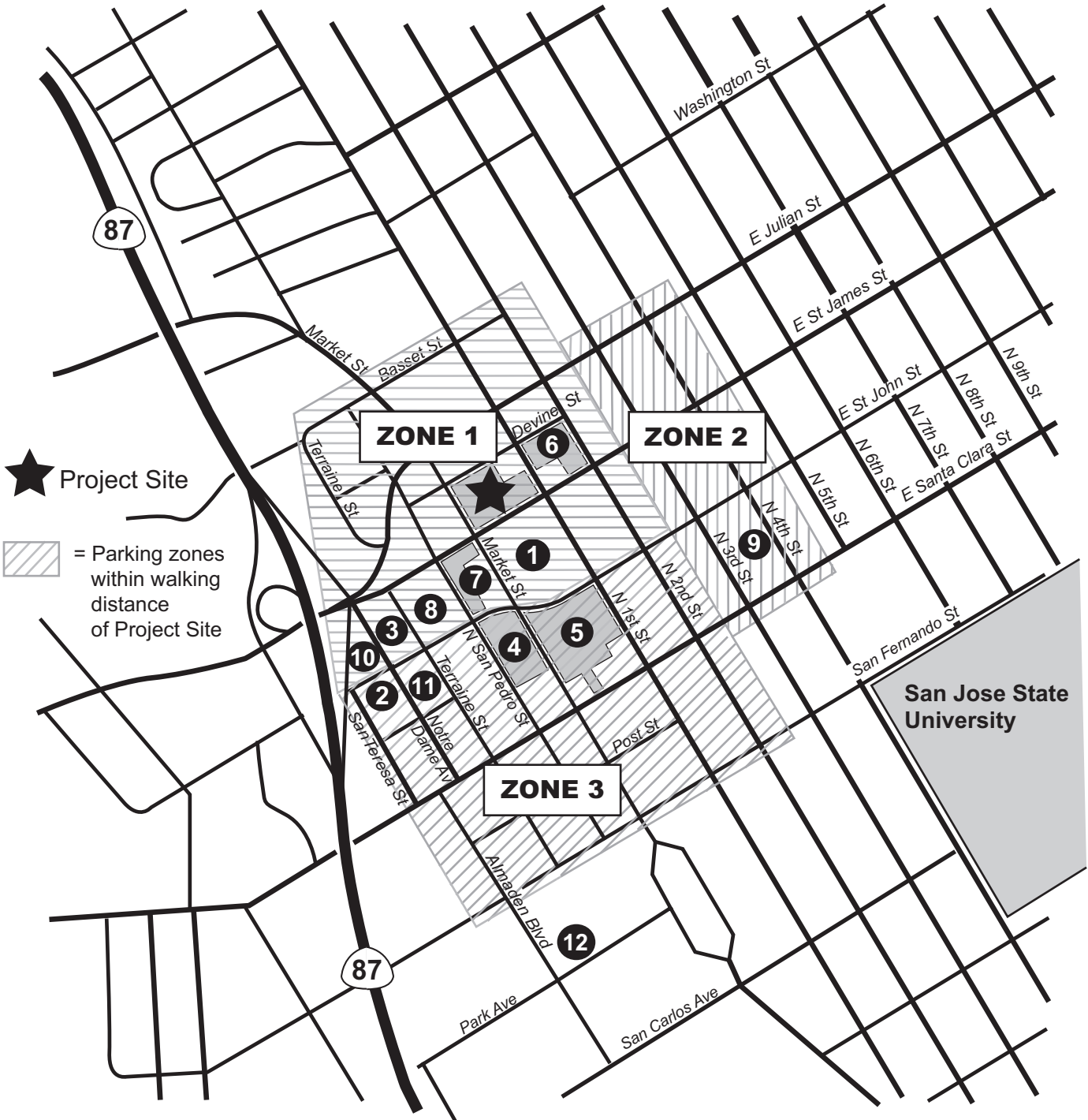
COURTHOUSE		TOTAL TRANSFERRED PARKING DEMAND					
		8:00 AM	9:00 AM	11:00 AM	1:00 AM	3:00 PM	5:00 PM
170 PARK CENTER PLAZA FAMILY COURT - 6 courts *	STAFF	105	105	105	105	105	105
	VISITORS	300	190	190	190	190	190
NOTRE DAME COURTHOUSE	STAFF**	36	36	36	36	36	36
	VISITORS***	0	0	0	0	0	0
TERRAINE COURTHOUSE	STAFF**	72	72	72	72	72	72
	VISITORS***	0	0	0	0	0	0
SUNNYVALE FAMILY COURTS - 2 courts *	STAFF	15	15	15	15	15	15
	VISITORS	190	190	60	60	60	60
PROJECT SITE DISPLACED PARKING	ALL PARKING DEMAND	190	201	191	200	177	57
TOTAL DEMAND	STAFF + VISITORS	908	809	669	478	478	478

* Assumes all current activity at these courts will be net new to the project site vicinity.

** Staff parking lots in current use at the Notre Dame and Terraine courts will not be available after these courts are transferred to the new facility.

*** No net new visitors; visitors will park within the area currently used for visitor parking.

Source: Crane Transportation Group



- | | |
|---|---|
| 1 Historic Courthouse, Downtown Courthouse, Leased Space | 2 Notre Dame Courthouse |
| 3 Tarraine Courthouse | 4 Market/San Pedro Parking Garage |
| 5 Victory Parking Lot | 6 2nd St/St James Parking Lot |
| 7 Market St/St James Parking Lot (SW Corner - Community Towers #2) | 8 San Pedro/St James (Community Towers #2) |
| 9 3rd St/St James Parking Garage | 10 Notre Dame/St John Parking Lot |
| 11 Carlisle/Terraine Lot | 12 170 Park Center Plaza Courthouse |

Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

Figure 1
Area Map

Not To Scale



NORTH

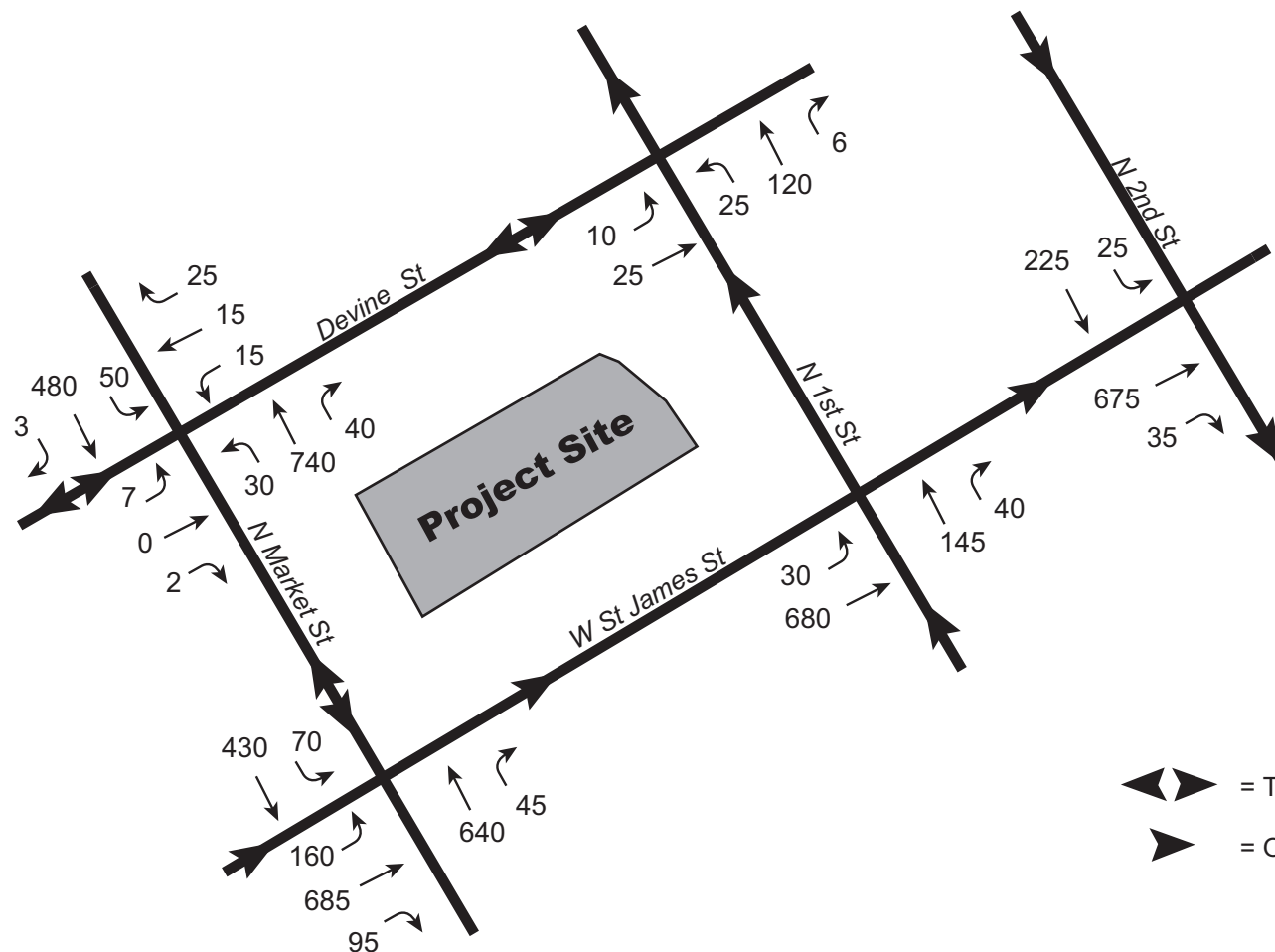
SITE PLAN TO BE DETERMINED



CRANE TRANSPORTATION GROUP

Figure 2
Site Diagram

Not To Scale



Source - Crane Transportation Group

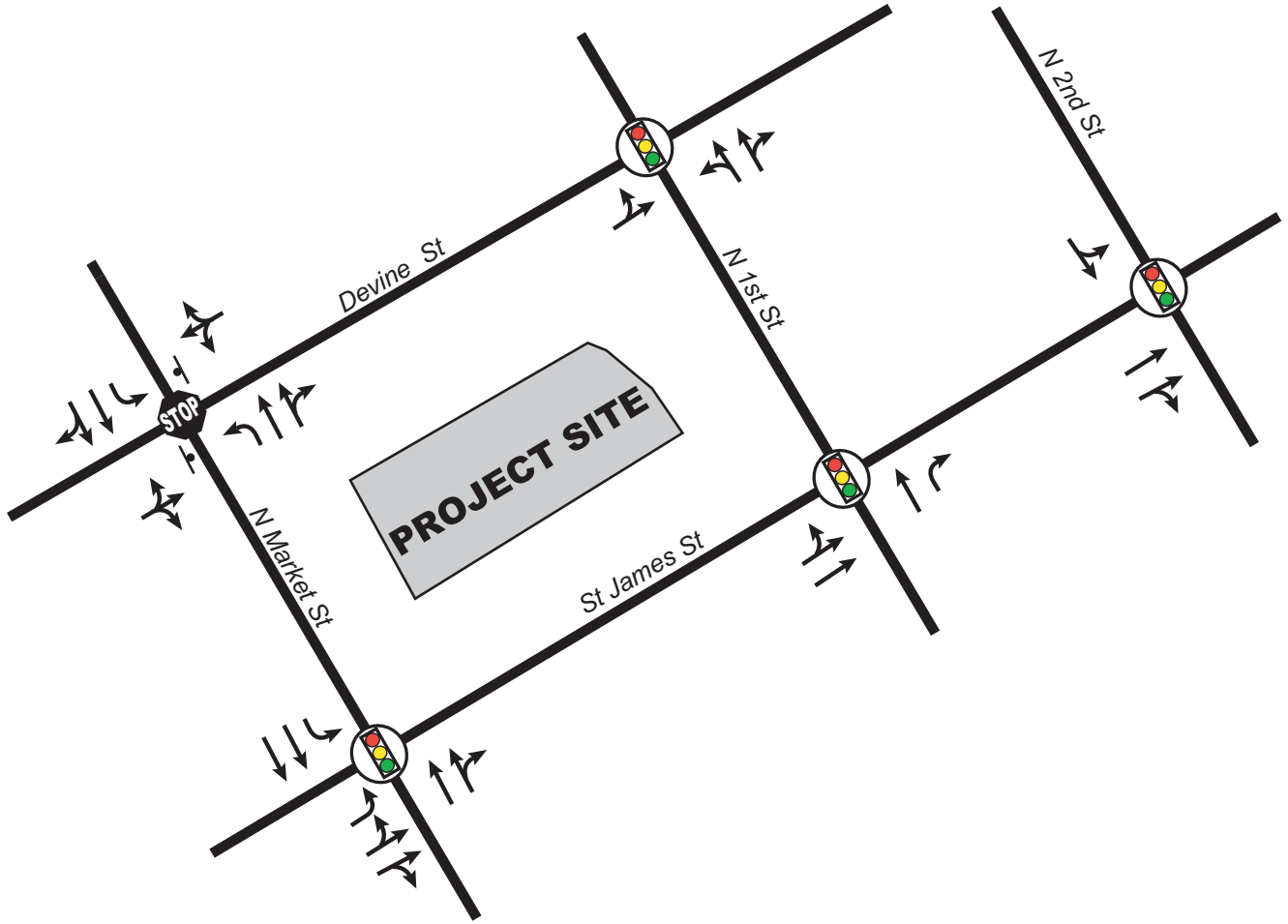
Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

Figure 3
Existing Base Case (Without Project)
AM Peak Hour Volumes

Not To Scale



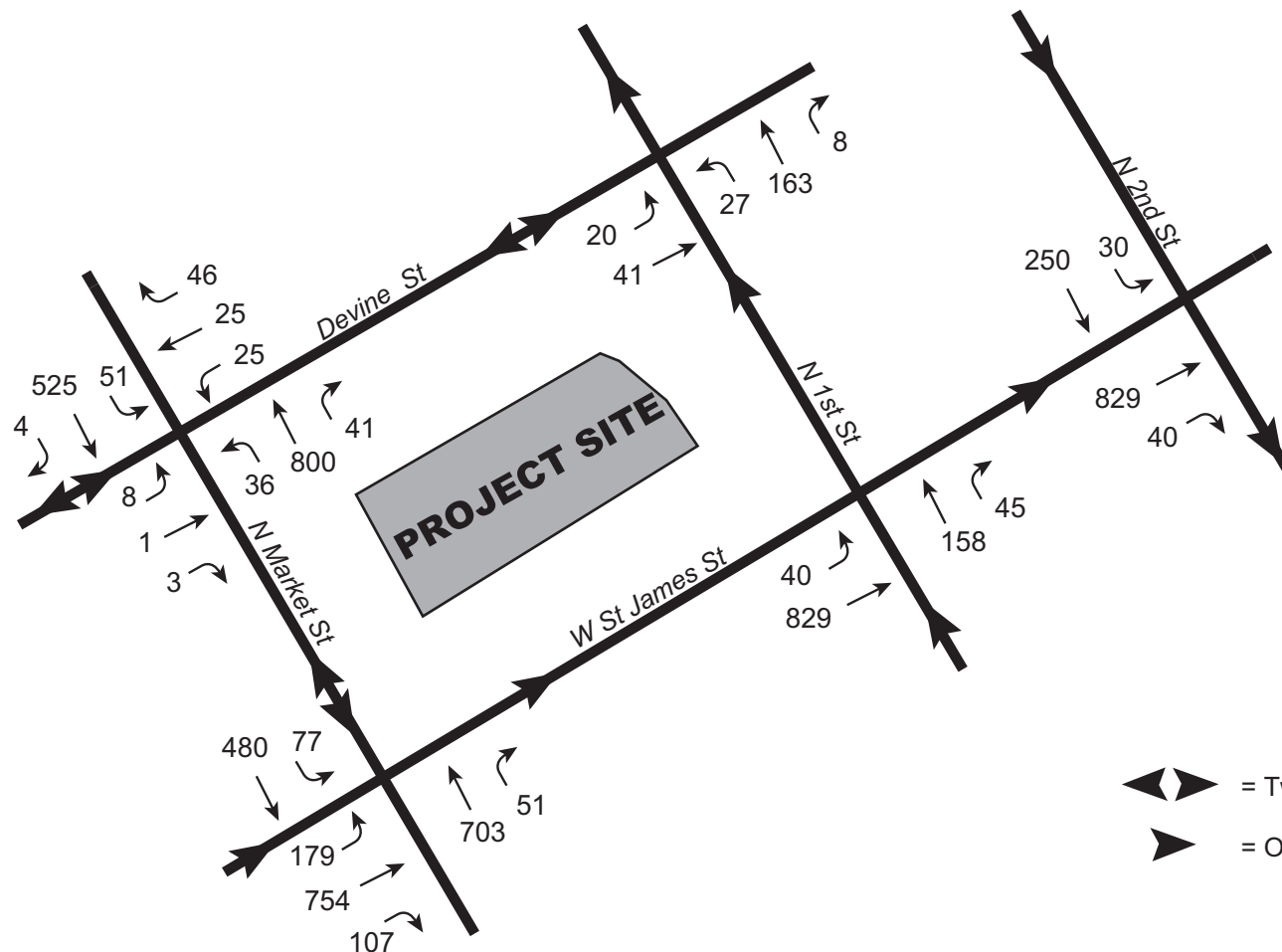
Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

Figure 4
Lane Geometrics
and Intersection Control

Not To Scale



Source - Crane Transportation Group

Santa Clara Family Resources Courthouse Traffic Study

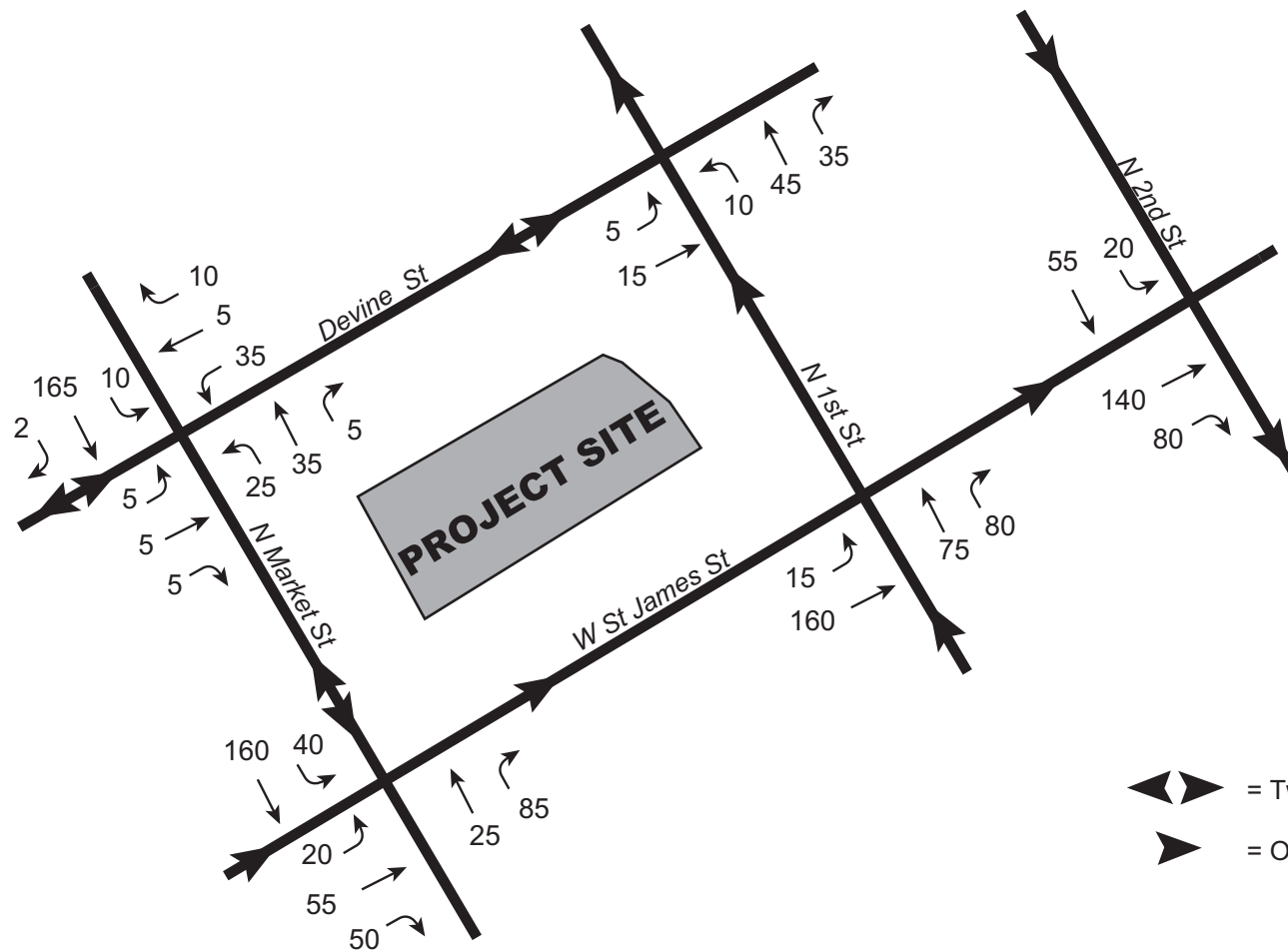


CRANE TRANSPORTATION GROUP

Figure 5

**Year 2014 Base Case (Without Project)
AM Peak Hour Volumes**

Not To Scale



Source - Crane Transportation Group

Santa Clara Family Resources Courthouse Traffic Study

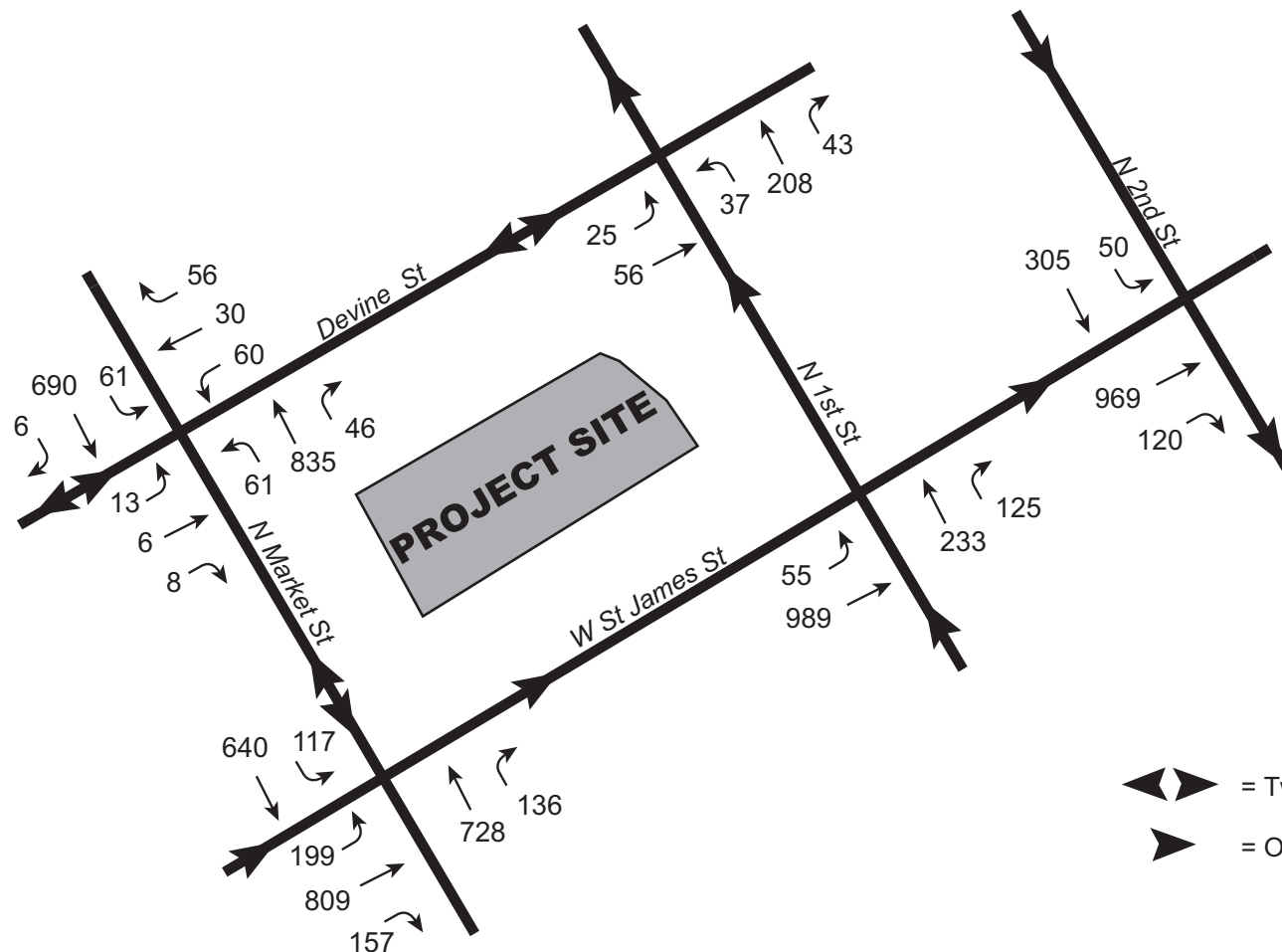


CRANE TRANSPORTATION GROUP

Figure 6

AM Peak Hour Project Increment

Not To Scale



Source - Crane Transportation Group

Santa Clara Family Resources Courthouse Traffic Study



CRANE TRANSPORTATION GROUP

Figure 7
Year 2014 Base Case+ Project
AM Peak Hour Volumes

Appendix H
Mitigation Monitoring Plan

INTRODUCTION

Section 15097 of CEQA requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

As stated in Section 2.5 of the Final Initial Study, the AOC will implement the project in compliance with standard conditions and requirements for state or federal regulations or laws that are independent of CEQA compliance. The standard conditions and requirements serve to prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the California Building Code, National Pollutant Discharge Elimination System (NPDES) permit system, Public Resources Code Section 5097 for discovery of unexpectedly encountered human remains, and Bay Area Air Quality Management District’s (BAAQMD) Rules.

The AOC’s plans for the project also include project design features – specific design elements that the AOC has incorporated into the project’s construction and operation to prevent the occurrence of potential environmental effects or reduce the significance of potential environmental effects. The project design features are actions that conform to the California Trial Court Facilities Standards’ specifications. For example, the parties implementing the proposed project will use best management practices and technologies aimed to limit the use of natural resources as well as the project’s operating cost over the life of the building. Because the AOC is incorporating the project design features into the project, the design features do not constitute mitigation measures as defined by CEQA.

The AOC’s proposed courthouse design will conform to the specifications of the California Trial Court Facilities Standards, including the standard that the AOC shall design and construct Court buildings using proven best practices and technology with careful use of natural resources. To implement this standard, the project’s project manager will include specifications that design efforts and construction operations implement best management practices and other measures throughout the construction phase to avoid or minimize potential impacts. These project design features, best management practices, and other measures will include:

- General measures:
 - Designate a contact person for public interaction; and
 - Inform the nearby community through the use of a monthly newsletter that identifies the upcoming work and potential impacts to the surrounding communities.
- Storm water, water quality, and soil erosion management measures:
 - Prior to the start of construction activities, the AOC will ensure that the construction contractor prepares a Storm Water Pollution Prevention Plan and secures the San Francisco Bay Regional Water Quality Control Board’s approval of the plan;
 - The construction contractor will incorporate best management practices consistent with the guidelines provided in the California Storm Water Best Management Practice Handbooks: Construction;
 - For the construction during the rainy season, the construction contractor will implement erosion measures that may include mulching, geotextiles and mats, earth dikes and drainage swales, temporary drains, silt fence, straw bale barriers, sandbag barriers, brush or rock filters, sediment traps, velocity dissipation devices, or other measures; and
 - Wherever possible, the construction contractor will perform grading activities outside the normal rainy season to minimize the potential for increased surface runoff and the associated potential for soil erosion.
- Air quality management measures:
 - Apply water or a stabilizing agent to exposed surfaces in sufficient quantity at least two times a day to prevent generation of dust plumes;
 - Moisten or cover excavated soil piles to avoid fugitive dust emissions;
 - Discontinue construction activities that that generate substantial blowing dust on unpaved surfaces during windy conditions;
 - Install and use a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site;
 - Cover dump trucks hauling soil, sand, and other loose materials with tarps or other enclosures that will reduce fugitive dust emissions;

- Ensure that all construction and grading equipment is properly maintained;
- Construction personnel will turn off equipment when equipment is not in use;
- All vehicles and compressors will utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times;
- When feasible, construction operations will use electric construction power in lieu of diesel powered generators to provide adequate power for man/material hoisting, crane, and general construction operations; and
- Suspend heavy-equipment operations during first-stage and second-stage smog alerts.
- Noise and vibration measures:
 - Install sound barriers around the perimeter of the project site;
 - Construction operations will not use impact pile drivers;
 - When feasible, construction operations will use electric construction power in lieu of diesel powered generators to provide adequate power for man/material hoisting, crane, and general construction operations; and
 - Monitor noise levels at the western wall of the Downtown Courthouse when the Superior Court is in session.

The intent of this Mitigation Monitoring Plan is to prescribe and enforce a means for properly and successfully implementing the mitigation measures to reduce or avoid significant environmental impacts. Mitigation measures identified in this Mitigation Monitoring Plan are provided in the Initial Study prepared for the proposed project. AOC representatives will use this Mitigation Monitoring Plan to ensure compliance with mitigation measures during project implementation.

The following table provides a summary of all mitigation and monitoring that will be conducted for the project. It also identifies the responsible monitoring agency and implementation phase.

Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
<p>AIR QUALITY 1 When weather conditions promote potential generation of fugitive dust, the AOC will control dust emissions by stabilizing all disturbed areas (including spoil piles) that are not being actively utilized for construction purposes. Construction personnel will use water applications, chemical stabilizers or suppressants, tarps, or other suitable covers or vegetative ground covers for dust control.</p>	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
	Ensure that applicable measures are implemented	AOC construction inspector	During construction
<p>AIR QUALITY 2 If construction operations transport materials off the project site, the AOC shall ensure that all materials are covered or effectively wetted to limit visible dust emissions. The AOC shall also ensure that containers have at least 2 feet of freeboard space from the top of the container.</p>	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
	Ensure that applicable measures are implemented	AOC construction inspector	During construction
<p>AIR QUALITY 3 Construction personnel will install and maintain a trackout control device or utilize a carryout and trackout prevention procedure that achieves an equivalent or greater level of control. Construction personnel will remove trackout material at the end of workday.</p>	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
	Ensure that applicable measures are implemented	AOC construction inspector	During construction
<p>AIR QUALITY 4 If construction operations carry visible soil material onto public streets, construction personnel will sweep all paved construction areas, parking areas, and staging areas daily with water sweepers.</p>	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
	Ensure that applicable measures are implemented	AOC construction inspector	During construction

Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
<p>AIR QUALITY 5 Construction personnel will limit idling of all diesel engines to less than 5 minutes unless such idling is necessary to accomplish the work for which the equipment is designed.</p>	Incorporate air quality measures into project's contract specifications	AOC project manager	During preparation of contract specifications
	Ensure that applicable measures are implemented	AOC construction inspector	During construction
<p>CULTURAL RESOURCES 1 The AOC will require its developer to retain a qualified archaeologist who shall inform all construction personnel of the project's cultural resource mitigation measures prior to any construction or earth-disturbing activities and provide instruction to recognize archaeological artifacts, features, or deposits. Personnel working on the project will not collect archaeological resources. The qualified archaeologist will be present for any project-related excavations of soils on the site when the AOC begins its construction operations.</p>	Incorporate cultural resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
	Document incorporation of cultural resource measures into project's contract specifications to AOC's environmental analyst	AOC project manager	Prior to completion of contract specifications
	Document the identity and professional qualifications of qualified archaeologist monitor(s) to AOC's environmental analyst	AOC project manager	Prior to start of construction
	Ensure that applicable measures are enforced during construction	AOC construction inspector	During construction
<p>CULTURAL RESOURCES 2 If construction operations discover buried cultural resources such as chipped or ground stone or building foundations during ground-disturbing activities, excavation work shall stop in that area and within 100 feet of the find until the consulting archaeologist can assess the significance of the find. The archaeologist will</p>	Incorporate cultural resource measures into project's contract specifications	AOC project manager	During preparation of contract specifications
	Document incorporation of cultural resource measures into project's contract specifications to AOC's environmental analyst	AOC project manager	Prior to completion of contract specifications

Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
<p>evaluate the discovery, determine its significance, and provide proper management recommendations. Management actions may include scientific analysis and professional museum curation. The qualified archaeologist shall summarize the resources in a report prepared to current professional standards</p>	<p>Ensure that applicable measures are enforced during construction</p>	<p>AOC construction inspector</p>	<p>During construction</p>
	<p>If an archaeological monitor prepares management recommendations for a discovered resource, the monitor shall, as soon as practical, document completion of the management recommendations to the AOC's project manager, construction inspector, and environmental analyst</p>	<p>AOC project manager, construction inspector, and environmental analyst</p>	<p>During construction</p>
<p>HAZARDS AND HAZARDOUS MATERIALS 1 The AOC will require its construction contractor to retain a qualified hazardous materials specialist. The specialist shall inform all construction personnel prior to any construction or earth-disturbing activities within 100 feet of N. 1st Street of the potential to encounter hazardous materials. The AOC will ensure that the hazardous materials specialist will prepare a Soil Management Plan to present the decision framework for managing soils associated with future redevelopment of the proposed courthouse parcel. The Soil Management Plan will outline the general protocols and health and safety measures that the AOC and construction personnel will follow if excavation operations encounter contaminated soil or groundwater. The hazardous materials specialist will be present for any project-related excavations that occur within 100 feet of N. 1st Street. If construction operations discover potential contamination during ground-disturbing activities, excavation work shall stop in that area until the qualified hazardous materials specialist can</p>	<p>Incorporate hazardous materials measures into project's contract specifications</p>	<p>AOC project manager</p>	<p>During preparation of contract specifications</p>
	<p>Document incorporation of hazardous materials measures into project's contract specifications to AOC's environmental analyst</p>	<p>AOC project manager</p>	<p>Prior to completion of contract specifications</p>
	<p>Document the identity and professional qualifications of qualified hazardous materials monitor(s) to AOC's environmental analyst</p>	<p>AOC project manager</p>	<p>Prior to start of construction</p>
	<p>Ensure that applicable measures are enforced during construction</p>	<p>AOC construction inspector</p>	<p>During construction</p>
	<p>If the hazardous materials specialist prepares management recommendations for discovered potential contamination, the specialist shall, as soon as practical, document completion</p>	<p>AOC project manager, construction inspector, and environmental</p>	<p>During construction</p>

Mitigation Measure	Monitoring Action	Monitoring Party	Implementation Phase
<p>assess the significance of the potential contamination. The qualified hazardous materials specialist will evaluate the discovery, determine its significance, and provide proper management recommendations. The qualified hazardous materials specialist shall summarize related findings in a report prepared to current professional standards.</p>	<p>of the management recommendations to the AOC's project manager, construction inspector, and environmental analyst</p>	<p>analyst</p>	
<p>NOISE 1 Restrict construction activities to the hours between 7:00 a.m. and 7:00 p.m., with no activities to occur on Sundays or holidays.</p>	<p>Incorporate noise measures into project's contract specifications</p>	<p>AOC project manager</p>	<p>During preparation of contract specifications</p>
	<p>Ensure that applicable measures are implemented</p>	<p>AOC construction inspector</p>	<p>During construction</p>
<p>NOISE 2 Ensure all construction equipment is properly maintained and operated and equipped with mufflers.</p>	<p>Incorporate noise measures into project's contract specifications</p>	<p>AOC project manager</p>	<p>During preparation of contract specifications</p>
	<p>Ensure that applicable measures are implemented</p>	<p>AOC construction inspector</p>	<p>During construction</p>
<p>NOISE 3 Use steel or concrete framing, curtain-wall or masonry exterior wall, and fixed, one-quarter inch, plate-glass windows in the proposed courthouse.</p>	<p>Incorporate noise measures into project's contract specifications</p>	<p>AOC project manager</p>	<p>During preparation of contract specifications</p>
	<p>Ensure that applicable measures are implemented</p>	<p>AOC construction inspector</p>	<p>During construction</p>

Appendix I
Public Notice



NOTICE OF INTENT TO ADOPT A MITIGATED
NEGATIVE DECLARATION AND
NOTICE OF PUBLIC COMMENT PERIOD:
January 19, 2010 Through February 17, 2010

ADMINISTRATIVE OFFICE
OF THE COURTS
455 Golden Gate Avenue
San Francisco, CA
94102-3688
Tel 415-865-4200
TDD 415-865-4272
Fax 415-865-4205
www.courtinfo.ca.gov

**New Santa Clara Family Resources Courthouse for
Santa Clara County**

The purpose of this notice is to inform interested parties that the Administrative Office of the Courts (AOC), the staff agency of the Judicial Council of California, is considering adoption of a mitigated negative declaration for compliance with the California Environmental Quality Act (CEQA) for a new courthouse in San Jose, CA (see figure on the following page). The AOC proposes to acquire a parcel in San Jose from the County of Santa Clara and possibly a second parcel from the Valley Transportation Authority. The AOC will construct a new courthouse facility and operate the facility for use by the Superior Court of California, County of Santa Clara (Superior Court). The new courthouse will provide improved security for public visitors, judges, and courthouse staff; improve access to judicial facilities for residents of San Jose and other parts of Santa Clara County; provide courthouse facilities that meet current building standards for public use; and provide new judicial facilities to improve judicial efficiency and serve additional judges. After completion of the new courthouse, the Superior Court will vacate several leased facilities in downtown San Jose. The AOC has prepared a Draft Initial Study and Mitigated Negative Declaration to comply with requirements of CEQA; the Initial Study and Mitigated Negative Declaration disclose and evaluate the project's environmental impacts.

WHY THIS NOTICE?

The purpose of this notice is to provide you with the opportunity to learn more about the proposed project and to provide comments to the AOC concerning the proposed project. The deadline for submitting comments is February 17, 2009.

HOW DO YOU PARTICIPATE?

The AOC encourages your participation. You may submit comments concerning the Initial Study and Mitigated Negative Declaration to:

Mr. Jerome Ripperda
Administrative Office of the Courts
Northern/Central Regional Office
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833-3509
E-mail: Jerry.Ripperda@jud.ca.gov or FAX: 916-263-8140.
(over)

All mailed comments must be postmarked by February 17, 2010. The deadline for e-mailed comments or faxed comments is 5 PM on February 17, 2010.

The AOC will hold a public meeting at the location listed below on February 10, 2010 from 6:00 PM to 8:00 PM to discuss the CEQA documents and receive public comments:

Department 17,
Old Courthouse
161 N. First Street
San Jose, CA

WHERE DO I GET MORE INFORMATION?

You may request a copy of the document by sending a request for the document to Mr. Ripperda at the address listed above. Alternatively, you may download a copy of the document from the following website:

http://www.courtinfo.ca.gov/programs/occm/projects_santaclara.htm.

In addition, a copy of the CEQA documents will be available for review in the government document repository of the following locations:

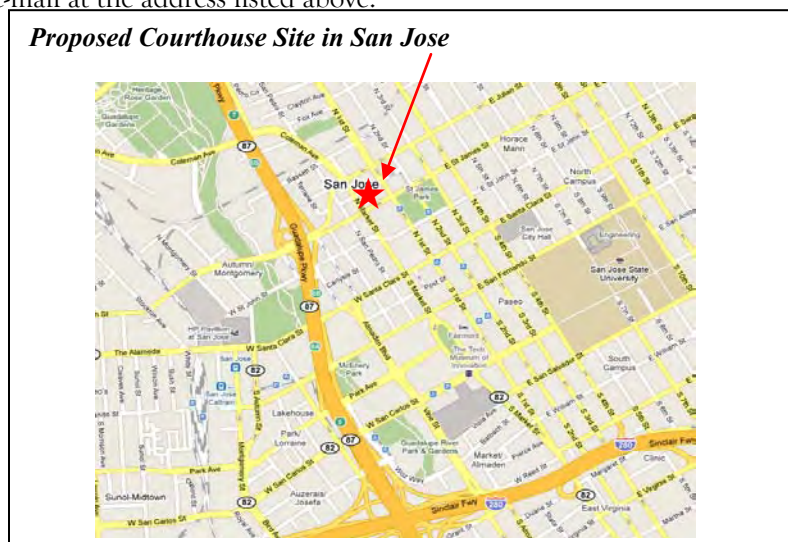
Joyce Ellington Branch Lib.
491 E. Empire St.
San José, CA 95112
Phone: (408) 808-3043
Email: je.sjpl@sjlibrary.org

Dr. Martin Luther King, Jr. Lib.
150 E. San Fernando St.
San José, CA 95112
Phone: (408) 808-2000

The full administrative record for the project is available at: Administrative Office Of The Courts, Office of Court Construction and Management, 455 Golden Gate Avenue, San Francisco, CA 94102-3668. Please call 415-865-4017 for an appointment.

CONTACT

If you have questions about the project or wish to discuss the project, please contact Mr. Jerome Ripperda at 916-263-8865 or by e-mail at the address listed above.



Appendix J
Public Comments

INTRODUCTION

This appendix presents the comments received on the proposed project during the public review period, as provided either orally during the Public Meeting or in a written submittal to the AOC by e-mail or regular mail (contact information provided on the Public Notice).

PUBLIC MEETING

As indicated in the Public Notice (Appendix I), the AOC held a Public Meeting on 10 February 2010 at the Old Courthouse at 161 North First Street in San Jose, California. A copy of the meeting's sign-in sheet, which attendees were asked to complete, is provided following this text. At that meeting, the AOC presented a general description of (1) the project, including the objectives and timeline of construction, and (2) the CEQA process. After the AOC presentation, the AOC gave attendees the opportunity to provide comments and/or ask questions regarding the project, either orally at the meeting, in writing by filling out a comment form that would be addressed at the meeting, or in writing by means of a separate submittal, which could be sent to the AOC by e-mail or regular mail. These latter options were also made available to the general public (non-attendees), with contact information provided on the Public Notice.

Attendees provided a limited number of comments/questions during the public meeting including:

- What studies were done regarding additional traffic impacts?

The AOC directed the attendee to the traffic study in the Initial Study/MND (Appendix G).

- When will the RFP/RFQ for construction management be available?

The AOC anticipates beginning construction in 2012, but the AOC has not yet determined a schedule for an anticipated RFP release date.

- Have alternatives to driving piles been explored?

The AOC presumes that the construction contractor will drill holes and cast piles in place, but the contractor may use other methods to install the building's foundation.

- Will there be any subterranean excavation?

As noted in Section 2.5.2, the Courthouse will likely include secured parking spaces for judicial officers and court executives in the building's basement.

The project will include excavations for the basement and foundations. If “subterranean excavation” refers to tunnels, the AOC does not plan any tunnels for the project.

No one submitted written comments at the time of the public meeting.

WRITTEN COMMENTS

The following individuals submitted comments in writing to the AOC:

- Sandy Hesnard, Aviation Environmental Specialist with the California Department of Transportation Division of Aeronautics, submitted comments in a letter dated 3 February 2010;
- Mark Connolly, a planner with the County of Santa Clara Planning Division ALUC staff, submitted comments via e-mail on 18 February 2010; and
- Jack Wimberly, a local resident, submitted comments via e-mail on 17 February 2010.

Copies of these submittals are provided in their entirety at the end of this appendix. AOC’s responses to individual comments in each letter are as follows:

AOC response to 3 February 2010 letter from California Department of Transportation Division of Aeronautics

As indicated in the Division of Aeronautics’ letter, after the AOC has further developed a proposed courthouse design, if the AOC determines that the proposed courthouse is within 20,000 feet of an airport runway and has a height that penetrates the 100 to 1 slope, the AOC will submit a Form 7460-1 to the Federal Aviation Administration and a copy of the Federal Aviation Administration determination to the California Department of Transportation Division of Aeronautics.

Furthermore, the AOC will forward the proposed design to the Santa Clara County Airport Land Use Commission and will coordinate with commission and San Jose International Airport staff to ensure that the proposal is compatible with existing and future airport operations. Finally, the AOC provided CALTRANS District 4 with the AOC’s Notice of Completion and a copy of the Draft Initial Study and Mitigated Negative Declaration, and the District did not submit comments.

AOC response to 18 February 2010 letter from County of Santa Clara ALUC

As noted in the above response, the AOC will forward the proposed design to the Santa Clara County ALUC and will coordinate with ALUC staff to ensure that the proposal is compatible with existing and future airport operations.

AOC response to 18 February 2010 letter from Mr. Wimberly

- 1) Regarding the expressed concern that the traffic study does not include westbound Julian Street between 2nd and Market streets:

After surveys of peak day staff and visitor activity at the downtown facilities to be relocated, and based on the existing patterns of access to and from the downtown by staff and visitors to the courts, the traffic study concluded, as stated in the analysis (page 16 of the traffic analysis report in Appendix G, under *I. Description of Transportation and Parking at the New Family Courthouse – Auto Access and Parking*, bolding added for emphasis):

*Visitors accessing the new courthouse would, in general, travel the same routes as they currently travel to access the three family courthouse locations in Downtown San Jose (i.e., the Notre Dame, Terraine and Park Center Plaza courts). **This is a key element of the traffic study for this project: most of the traffic that would be accessing the new courthouse is currently on the roadway system, whether arriving from within the city, or driving from somewhere in the region. The routes followed today to access existing family courts in Downtown San Jose would be the same routes followed to access the new facility, and the majority of parking choices for visitors would be within the same area of the downtown as is available today.***

The traffic study analysts concluded that 40% of the drivers will come from outside San Jose. The analysts assumed that the 40% of the drivers from outside San Jose will access the proposed facility via State Route 87 and exit the highway at the Julian Street ramp; these drivers will therefore not travel on westbound Julian Street between 2nd and Market streets. Similarly, analysts assumed that 48% of the drivers will travel from portions of San Jose that are south or west of the proposed facility; these drivers will also not travel on westbound Julian Street between 2nd and Market streets. The remaining 12% the drivers will travel from portions of San Jose that are east of the proposed facility; these drivers may travel on westbound Julian Street or Santa Clara Street or other east/west streets. Since the analysts projected only a small amount of project-related traffic travelling on Julian Street and those projected drivers already travel

on Julian Street to the existing leased facilities, the AOC concluded that there was no need for additional analysis of Julian Street between Market Street and 2nd Street.

Additionally, relatively little AM peak hour traffic is projected to travel to the north on North 1st Street or from the north on North 2nd Street (see Traffic Study Figure 6), and, therefore, very little traffic would be expected to travel via Julian Street (eastbound or westbound) during the AM peak hour. The inbound Market Street project traffic is largely on the system today, based on survey data from visitors and employees. The project's contribution to the PM peak hour is minor because most judicial proceedings end before the PM peak hour, and therefore, this period was not analyzed.

- 2) Regarding the expressed concern that the traffic study does not reference the City of San Jose's plans to convert both Saint James and Julian streets to 2-way traffic continuing from 4th Street (to the east) to Terraine Street (to the west), including the realignment of Julian Street:

The traffic study assumed various improvements in the site vicinity anticipated by 2014 by City staff in the Department of Transportation, as noted on page 10 of the traffic analysis report in Appendix G, under *E. Planned Improvements*. These improvements specifically included the following:

- *Reconfiguration of Julian Street as part of the Vandenberg Housing Project.*
- *Return of two-way traffic flow for St James Street east of 4th Street.*
- *Begin construction of Downtown San Jose BART Station. The Victory Parking Lot is planned as the construction staging area for the BART project. For this reason, the 450-space Victory Parking Lot is not assumed to be available as a parking resource for this project, or for the project site vicinity.*

The first bullet item addresses the reference to planned changes to Julian Street. These changes affect traffic on numerous roadways, which were provided by City staff. The appended figures (Figures A and B) were provided by City staff to illustrate the Hexagon 2030 traffic analysis of the Julian Street realignment and phasing. Volumes used for analysis of 2014 conditions take these changes into account. The second bullet item specifically calls out the change to two-way flow for St James Street east of 4th Street.

The e-mailed pdf document provided by the City to illustrate these changes contained the name "Vandenberg" in its title; therefore, the report referenced this name. As suggested in the comment letter, based on the presence of Brandenburg Housing in San Jose, we suspect that the reference is a typographical error.

- 3) Regarding the concern expressed that court employees may not use the Market/San Pedro structure, given the fact that this parking garage is separated from the Courthouse site by a 4-lane major thoroughfare (Market Street):

The Market/San Pedro garage is the closest garage to the project site, and is accessible via properly marked cross-walks and signals. It is the most logical parking garage for staff and visitors to park near the proposed new courthouse. The building's public access will be closer to the Market/San Pedro garage than any other facility, and the garage has ample available space. Those using this parking garage will have a shorter walk to the consolidated court facilities than what is currently available to many of the existing court facilities.

- 4) Regarding the observations that the proposed project provides "approximately 20 non-public parking spaces for a 194,000 square foot building (a 1 space to 9,700 square foot ratio)", which is not consistent with "standard City of San Jose parking ratios of 1 space per 250 square feet for 'Business office' category", and that the parking lot on the subject property, "currently consistently overflows with county court staff and court juror parking":

For these and other reasons, the AOC considered it essential that parking availability be thoroughly and conservatively assessed, and the AOC directed the traffic/transportation consultant to conduct two days of wide-range, all-day surveys of downtown parking demand and supply during peak-activity court days. As summarized on page 19 of the report in Appendix G, under *F. Parking Demand and Supply*, the findings of the parking study were as follows:

Table 6 projects the total maximum transferred parking demand due to the proposed project. At the maximum project parking demand time of day (8:00 – 9:00 AM), with a minimum total available 334 on-street parking spaces (9:00 AM) and minimum 1,396 parking spaces in lots and garages open to the public (9:00 AM), the project's potential net new (transferred) 9:00 AM demand of 809 parking spaces within walking distance of the project site can be accommodated, along with displaced parking from facilities such as the Victory parking lot (once BART

station construction commences). For this reason, this study concludes that the project's parking impacts will be less than significant.

- 5) Regarding the concern expressed that the parking analysis did not evaluate the use of the existing parking lot during major events at the HP Pavilion:

The study of existing parking for the Family Courts revealed that visitor parking demand is generally concluded by 4:30 PM and tapers off substantially considerably earlier in the day. The presence of the proposed Family Court will not conflict with evening parking demand in the downtown. It is true that nighttime users of the parking supply on the project site will lose this option; however, AOC staff observed that there is currently abundant evening on-street and off-street parking in the site vicinity including the Market/San Pedro garage.

- 6) Regarding the suggestion that an underground parking facility be constructed within the building footprint:

Due to security concerns, the AOC cannot provide public parking in an underground parking facility under the proposed courthouse.

- 7) Regarding the doubt expressed that a building of the dimensions assumed in the project description could be constructed consistently with City codes without the use of pile driving:

The AOC's Draft Initial Study and Mitigated Negative Declaration state that the AOC's construction contractor will not use pile driving. The AOC has no information that indicates that non-pile driving techniques are infeasible. If an issue develops that affects the AOC's decision not to use pile driving, the AOC will evaluate its responsibilities to notify interested parties and provide additional CEQA documentation.

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DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

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*Flex your power!
Be energy efficient!*

February 3, 2010

Mr. Jerome Ripperda
Administrative Office of the Courts
2860 Gateway Oaks
Sacramento, CA 95833

RCVD '10 FEB 17

Dear Mr. Ripperda:

Re: Mitigated Negative Declaration for the New Santa Clara Family Courthouse;
SCH# 2010012038

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for a new seven-story courthouse at the northeast corner of North Market Street and West Saint James Street. The project site is located approximately 7,600 feet southeast of the Norma Y. Mineta, San Jose International Airport (SJC).

According to the Mitigated Negative Declaration, the new courthouse will be 120 feet in height and "shall not exceed the prescribed Federal Aviation Administration Regulations Part 77." To ensure that this is the case, a Notice of Proposed Construction or Alteration (Form 7460-1) must be submitted to the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation Part 77 "Objects Affecting Navigable Airspace" Section 77.13 (2), which requires submission of a 7460-1 for structures within 20,000 feet of the airport runway and at a height which penetrates the 100 to 1 slope (100 feet distance for each foot in height). Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically to the FAA. California Public Utilities Code Section 21659 also prohibits structural hazards near airports. If a 7460-1 has been submitted, please provide the Division with a copy of the FAA determination.

The proposal should be submitted to the Santa Clara County Airport Land Use Commission (ALUC) for a consistency determination. It should also be coordinated with SJC staff to ensure that the proposal will be compatible with future as well as existing airport operations.

The protection of airports from incompatible land use encroachment is vital to California's economic future. SJC is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in


Mr. Jerome Ripperda
February 8, 2010
Page 2

the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 4 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at sandy.hesnard@dot.ca.gov.

Sincerely,



SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, SJC, Santa Clara County ALUC

From: Jack Wimberly [*address deleted*]
Sent: Wednesday, February 17, 2010 12:07 AM
To: Ripperda, Jerry
Subject: New Santa Clara Family Resources Courthouse - question/comment

Hello Jerry,

Thank you for hosting the February 10th CEQA process meeting for the potential "Santa Clara Family Resources Courthouse" facility on West Saint James and Market streets downtown San Jose. This development holds great potential to benefit the surrounding neighborhood, in which I reside. As I mentioned to the Honorable Jamie Jacobs-May, this court has a sterling reputation, something that I am certain the AOC and Superior Court of California, Santa Clara County prides itself in. However, upon further review it appears that the CEQA and subsequent negative declaration leaves a few doubts and questions.

First, the traffic study does not include westbound Julian Street between 2nd and Market streets; Julian Street is the main westbound thoroughfare to highway 87 (the Guadalupe Expressway). As the main, signaled intersection for westbound traffic from this neighborhood, this surface street will likely see much elevated traffic at the intersections of 2nd, 1st and Market streets. In addition, the study does not cite the City of San Jose's plans to convert both Saint James and Julian streets to 2-way traffic continuing from 4th Street (to the east) to Terraine Street (to the west), including the realignment of Julian Street. There is, however, citation to the "Vandenberg project" street realignment, which I assume to be the "Brandenberg" project (bounded by Bassett, West Julian, Terraine and San Pedro streets); and the realignment previously mentioned. A declaration of "Less Than Significant Impact" is questionable due to the incompleteness of the current and future traffic-flows.

Although municipal code requirements do not apply to new city, county, state or federal construction, certain standards should be considered in an effort to minimize impact to the surrounding neighborhood's already-scarce parking. Geographically separated by a 4-lane major thoroughfare (Market Street), the parking cited in the ERM study declaring that court employees will utilize the Market/San Pedro structure is questionable. With standard City of San Jose parking ratios of 1 space per 250 square feet for "Business office" category, the proposed project provides approximately 20 non-public parking spaces for a 194,000 square foot building (a 1 space to 9,700 square foot ratio). This parking lot currently consistently overflows with county court staff and court juror parking. The ERM study does not address the use of this lot during major events at the HP Pavilion, either, which contribute to about ¼ to ½ of the lot being full on a hockey game or other special event nights. San Jose's Downtown Parking Management Zone varies from the above-cited ratio, but the "Less Than Significant Impact" conclusion is doubtful, at best.

Constructing an underground parking facility to mirror the building footprint would remedy the parking issues that will certainly arise, and could also provide an additional source of income for the new court facility.

Finally, you mentioned there were no plans to drive piles for a 7-10 story building. I am unfamiliar with the details of building codes, but doubt that a building of this projected height would be up-to-code without driving piles. Could you address this in greater detail?

I appreciate your consideration of these questions and comments. I sincerely hope the AOC gives serious consideration to minimizing the potentially significant impacts by addressing the traffic and parking issues, and fosters good relationships with the potential advocate-base of its soon-to-be neighbors. Please confirm receipt of this email.

Regards,

Jack Wimberly
30 East Julian Street, #108
San Jose, California 95112

From: Mark Connolly [mailto:mark.connolly@pln.sccgov.org]
Sent: Thursday, February 18, 2010 10:41 AM
To: Ripperda, Jerry
Subject: SCH#2010012038 SJ Courthouse

Hi Jerry-

Sorry I'm a day late getting you the response for this project. However, I just was made aware of this project when Sandy for Caltrans Dic of Aero sent her letter out a couple days ago. Hopefully, you can still incorporate the comment.

The subject site is located in the ALUC referral boundary for San Jose International Airport (SJC). At cursory glance, the subject site appears to be very close to the 65 dBA CNEL Noise contour for SJC. Understanding the jurisdictional authority and noting the Part 77 Aeronautical study results, if the ALUC were to receive a referral, the ALUC would be happy to provide a consistency determination with the SJC Land Use Plan for Safety, Height and Noise.

Mark J Connolly
Planner III / Staff to the ALUC
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Appendix K
Revisions to Draft Report

This appendix presents a summary of the revisions made to the *Draft Initial Study and Mitigated Negative Declaration for the Santa Clara Family Resources Courthouse, West St. James Street, San Jose, California* (dated February 2010), as presented in this revised, Final report.

As presented in Appendix J, the comments received during the public comment period did not trigger a “substantial revisions” to the Draft Initial Study/MND report. Revisions made to the Draft Initial Study/MND report are included in this Final Initial Study/MND and include:

- Increasing the square footage estimate for the proposed courthouse from approximately 194,000 BGSF to 223,000 BGSF – this change was incorporated in Section 2.5.2 *Proposed Courthouse Facility* (page 13).
- Updating the date of the document to reflect the finalization date (March 2010);
- Updating the title of the document on the cover page to reflect the finalized status;
- Adding Appendix H - *Mitigation Monitoring Plan*;
- Adding Appendix I - *Public Notice*, which includes a copy of the *Notice of Intent to Adopt a Mitigated Negative Declaration and Notice of Public Comment Period*;
- Adding Appendix J - *Public Comments*, which includes copies of comments received in writing during the public comment period, summaries of comments provided orally, and responses to all comments provided by the public and regulatory agencies; and
- Adding Appendix K - *Revisions to Draft Report*, this Appendix.