



**PLANNING DIVISION**

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Website Address: [www.morgan-hill.ca.gov](http://www.morgan-hill.ca.gov)

**MITIGATED NEGATIVE DECLARATION**

**I. DESCRIPTION OF PROJECT:**

**Date:** February 18, 2022

**Application #s:** SR2020-0027/EA2020-0020

**APN:** 726-36-059

**Project Title:** Manzanita Park Project

**Project Location:** East of the Monterey Road/Tilton Avenue Intersection  
Morgan Hill, CA 95037

**Project Proponent:** North Corridor Investors LLC  
385 Woodview Avenue, Suite 100  
Morgan Hill, CA 95037

**Project Description:** The proposed project consists of a residential condominium development, comprised of 67 units spread across 12, three-story buildings. The project's 12 buildings would be arranged in four-plex, five-plex, and six-plex configurations. In addition, the project would include improvements to both Monterey Road and Tilton Avenue, on-site parking, associated utilities improvements, landscaping, and open space areas. The project requires City approval of a Vesting Tentative Map.

The proposed project would require the following City approvals:

- Vesting Tentative Map; and
- Design Review.

**II. DETERMINATION**

In accordance with the City of Morgan Hill procedures for compliance with the California Environmental Quality Act (CEQA), the City has completed an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment. On the basis of that study, the City makes the following determination:

- Although the project, as proposed, could have had a significant effect on the environment, there will not be a significant effect in this case because mitigation measures will be included in the project, and, therefore, this **MITIGATED NEGATIVE DECLARATION** has been prepared.

### III. MITIGATION AND AVOIDANCE MEASURES

#### A. Biological Resources

*IV-1(a). If construction activities associated with the proposed project are to be conducted during the breeding season (i.e., February 1 through August 31), a preconstruction nesting bird survey shall be conducted. The survey shall be performed by a qualified biologist no more than three days prior to the initiation of work, and shall encompass the project site as well as visual inspection of trees within 500 feet of the site to identify active nests. If nesting or breeding activity is not observed, further action is not required and work may proceed without restrictions. All survey results shall be submitted to the City of Morgan Hill Development Services Department prior to the start of construction.*

*If construction activities are to be conducted outside of the breeding season (i.e., September 1 through January 31), preconstruction surveys for nesting migratory birds are not necessary.*

*IV-1(b). If any active nests are located within the study area, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of breeding season or the young have successfully fledged. Buffer zones are typically between 100 feet and 250 feet for migratory bird nests and between 250 feet and 500 feet for a raptor nest. If active nests are found within the study area, a qualified biologist shall monitor nests daily for a minimum of five days during construction to evaluate potential nesting disturbance by construction activities. If construction activities cause the nesting bird(s) to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then an exclusionary buffer shall be increased, as determined by the qualified biologist, such that activities are far enough from the nest to stop the agitated behavior. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.*

#### B. Geology and Soils

*VII-1 Prior to approval of any grading and building permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering recommendations provided in the site-specific Geotechnical Investigation prepared for the proposed project by Quantum Geotechnical, Inc. The project plans shall include, but not be limited to, engineering recommendations related to utility trenches, as well as grading, surface and subsurface drainage, bio-filtration facilities, foundations, miscellaneous concrete flatwork, retaining walls, pavement areas, and project review and construction monitoring. Proof of compliance with all recommendations specified in the Geotechnical Investigation shall be subject to review and approval by the City Engineer, Chief Building Official, and a qualified geotechnical engineer.*

#### C. Noise

*XIII-1 During project construction, the project contractor shall ensure that to the maximum extent feasible, the following measures are incorporated into the project construction operations:*



- *Noise-generating construction activities shall be limited to the hours identified in Municipal Code Section 8.28.040(D).*
- *The project shall utilize temporary construction noise control measures including the use of temporary noise barriers, or other appropriate measures as mitigation for noise generated during construction of projects.*
- *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.*
- *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.*
- *Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.*
- *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.*
- *Project area and site access road speed limits shall be established and enforced during the construction period.*
- *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.*

*The aforementioned criteria shall be included in the project improvement plans submitted by the applicant/developer for review and approval to the City of Morgan Hill Development Services Department, prior to issuance of grading permits. Exceptions to allow expanded construction activities shall be reviewed on a case-by-case basis as determined by the City Engineer.*

## **D. Transportation**

*XVII-1 Prior to initiation of construction activities, the project applicant shall prepare a Construction Traffic Control Plan for review and approval by the City of Morgan Hill Department of Engineering and Utilities. The plan shall include the following:*

- *A project staging plan to maximize on-site storage of construction materials and equipment;*
- *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones and other warning devices for drivers; and designation of construction access routes;*
- *Provisions for maintaining adequate emergency access to the project site;*
- *Permitted construction hours;*
- *Designated locations for construction staging areas;*
- *Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations; and*
- *Provisions for street sweeping to remove construction-related debris on public streets.*

*A copy of the Construction Traffic Control Plan shall be submitted to local emergency response agencies, and the agencies shall be notified at least 14 days prior to the commencement of construction that would partially or fully obstruct roadways.*

### III. FINDING

The City of Morgan Hill hereby finds that the proposed project could have a significant effect on the environment; however, there would not be a significant effect in this case because mitigation measures summarized above and described in the initial study will reduce the impacts to a less-than-significant level.

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Jennifer Carman, Development Services Director

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Date

City of Morgan Hill  
Development Services Department



**Manzanita Park**  
**Initial Study/Mitigated Negative Declaration**

**February 2022**

**Prepared by**



1501 Sports Drive, Suite A, Sacramento, CA 95834

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**INITIAL STUDY**  
**FEBRUARY 2022**

**A. BACKGROUND**

1. Project Title: Manzanita Park
2. Lead Agency Name and Address: City of Morgan Hill  
Development Services Department  
Morgan Hill, CA  
17575 Peak Avenue  
Morgan Hill, CA 95037
3. Lead Agency Contact and Phone Number: Gina Paolini  
Principal Planner  
(408) 310-4676
4. Project Location: East of the Monterey Road/Tilton Avenue Intersection  
Morgan Hill, CA 95037  
APN 725-01-018
5. Project Applicant: North Corridor Investors LLC  
385 Woodview Avenue, Suite 100  
Morgan Hill, CA 95037
6. Existing General Plan Designation: Mixed Use Flex
7. Existing Zoning: Mixed Use Flex (MU-F)
8. Required Approvals from Other Agencies: None
9. Project Location and Setting:  

The project site consists of approximately 5.83 acres located east of the Monterey Road/Tilton Avenue intersection in the City of Morgan Hill, California. The site is identified by Assessor's Parcel Number (APN) 725-01-018. The City's General Plan land use designation for the site is Mixed Use Flex, and the zoning district is Mixed Use Flex (MU-F). The project site is currently undeveloped, consisting primarily of previously disturbed grassland. Trees are not located on-site.
10. Project Description Summary:  

The proposed project consists of a residential condominium development, comprised of 67 units spread across 12, three-story buildings. The project's 12 buildings would be arranged in four-plex, five-plex, and six-plex configurations. In addition, the project would include improvements to both Monterey Road and Tilton Avenue, on-site parking, associated utilities improvements, landscaping, and open space areas. The project requires City approval of a Vesting Tentative Map.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), representatives from the City and the Tamien Nation met on October 11, 2021. The Tamien Nation requested that the City's standard conditions of approval be imposed upon the proposed project. Compliance with the City's standard conditions are discussed in Section V, Cultural Resources, of this Initial Study/Mitigated Negative Declaration (IS/MND).

## **B. SOURCES**

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The following documents are referenced information sources utilized by this analysis:

1. Akel Engineering Group, Inc. *Manzanita Park Two-Dimensional (Grid Size: 5 ft by 5 ft) Hydraulic Analysis Memorandum*. December 17, 2021.
2. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2017.
3. Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. May 2017.
4. Bollard Acoustical Consultants, Inc. *Environmental Noise & Vibration Assessment: Manzanita Park Subdivision, Morgan Hill, California*. June 10, 2021.
5. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. November 2017.
6. California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed April 2021.
7. California Department of Conservation. *CGS Information Warehouse: Regulatory Maps*. Available at: [https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatory maps](https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatory%20maps). Accessed April 2021.
8. California Department of Conservation. *Landslide Inventory Map of the Morgan Hill Quadrangle, Santa Clara County, California*. Available at: [https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatory maps](https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatory%20maps). Accessed April 2021.
9. California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. Available at: <https://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>. Accessed April 2021.
10. California Department of Forestry and Fire Protection. *Morgan Hill: Very High Fire Hazard Severity Zones in LRA*. Available at: [https://osfm.fire.ca.gov/media/5934/morgan\\_hill.pdf](https://osfm.fire.ca.gov/media/5934/morgan_hill.pdf). Accessed December 2021.
11. California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Johnson Canyon Sanitary Landfill (27-AA-0005)*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/27-AA-0005/Detail/>. Accessed April 2021.
12. California Historical Resources Information System: Northwest Information Center. *Re: Record search results for the proposed Manzanita Park Project*. October 4, 2021.
13. City of Morgan Hill. *City Council Staff Report 2163, Accept Report Regarding Wastewater System Needs and Rate Study Schedule*. February 6, 2019.
14. City of Morgan Hill. *City of Morgan Hill Wildland Urban Interface Map*. March 2009.
15. City of Morgan Hill. *Emergency Operations Plan*. January 11, 2018.

16. City of Morgan Hill. *Morgan Hill 2035 Final Environmental Impact Report*. Adopted July 2016.
17. City of Morgan Hill. *2015 Urban Water Management Plan*. August 2016.
18. City of Morgan Hill. *2018 Storm Drainage System Master Plan*. September 2018.
19. City of Morgan Hill. *2035 General Plan, City of Morgan Hill*. Adopted July 2016.
20. Dwight Good, Assistant Chief Cooperative Fire Protection, Morgan Hill Fire Department. Personal communication [phone] with Nick Pappani, Vice President, Raney Planning and Management, Inc. June 1, 2021.
21. Federal Emergency Management Agency. *FEMA Flood Map Service Center Flood Map 06085C0443H*. Available at: <https://www.fema.gov/flood-maps>. Accessed December 2021.
22. Flores, Areana, Bay Area Air Quality Management District. Personal communication [phone], Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning & Management. September 17, 2019.
23. Geologica Inc. *Phase I Environmental Site Assessment, Vacant Parcel, APN 725-01-018, Morgan Hill, California 95037*. November 9, 2017.
24. Hexagon Transportation Consultants, Inc. *Trip Generation and Operations Analysis for the Proposed Manzanita Residential Development in Morgan Hill, California*. May 4, 2021.
25. Hexagon Transportation Consultants, Inc. *VMT Assessment for the Proposed Manzanita Park Residential Development in Morgan Hill, California*. May 14, 2021.
26. Native American Heritage Commission. *Re: Manzanita Park Project, Santa Clara County*. November 2, 2021.
27. Quantum Geotechnical, Inc. *Geotechnical Investigation On Proposed Residential Development At Monterey Road, Morgan Hill, California*. January 8, 2018.
28. Salinas Valley Solid Waste Authority. *2019-20 Annual Report*. Available at: <https://svswa.org/svswauploads/2019-20-Annual-Report-Final.pdf>. Accessed April 2021.
29. Santa Clara County. *Comprehensive Land Use Plan, Santa Clara County, South County Airport*. Amended November 16, 2016.
30. Santa Clara Valley Habitat Agency. *Habitat Agency Geobrowser*. Available at: <http://www.hcpmaps.com/habitat/>. Accessed April 2021.
31. Santa Clara Valley Transportation Authority. *2015 Congestion Management Plan*. October 2015.
32. Santa Clara Valley Water District. *C1: Anderson Dam Seismic Retrofit\**. Available at: <https://www.valleywater.org/anderson-dam-project>. Accessed December 2021.
33. Santa Clara Valley Water District. *2016 Groundwater Management Plan, Santa Clara and Llagas Subbasins*. November 2016.
34. South Coast Air Quality Management District. *2008. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. Available at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf). Accessed April 2021.
35. U.S. Census Bureau. *QuickFacts Morgan Hill, California*. Available at: <https://www.census.gov/quickfacts/morganhillcitycalifornia>. Accessed April 2021.
36. U.S. Environmental Protection Agency. *Chemicals Used on Land*. Available at: <https://www.epa.gov/report-environment/chemicals-used-land>. Accessed April 2021.
37. Weather Spark. *Climate and Average Weather Year Round in Morgan Hill*. Available at: <https://weatherspark.com/y/1089/Average-Weather-in-Morgan-Hill-California-United-States-Year-Round#:~:text=The%20predominant%20average%20hourly%20wind,of%2095%25%20on%20August%201..> Accessed January 19, 2022.



### C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less Than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

### D. DETERMINATION

On the basis of this initial study:

- I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. 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" 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

Gina Paolini, Principal Planner  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date

City of Morgan Hill  
\_\_\_\_\_  
For

## **E. BACKGROUND AND INTRODUCTION**

The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA. The mitigation measures would be incorporated into the project through project Conditions of Approval. The City would adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with approval of the project.

In July 2016, the City of Morgan Hill adopted the 2035 General Plan,<sup>1</sup> as well as an associated Environmental Impact Report (EIR) for the updated General Plan.<sup>2</sup> The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan. The City of Morgan Hill 2035 General Plan designates the project site as Mixed Use Flex, which is primarily applied to properties along the Monterey Road corridor north and south of downtown and allows for a mix of residential, commercial, and office uses. The proposed project would be consistent with the site's General Plan land use designation.

Pursuant to Section 15152 of the CEQA Guidelines, a project which is consistent with the General Plan and zoning of the City may tier from the analysis contained in the General Plan EIR, incorporating by reference the general discussions from the broader EIR. Given that the proposed project would be consistent with the site's current General Plan land use designation, the environmental analysis contained in this IS/MND tiers, where applicable, from the General Plan EIR, in accordance with CEQA Guidelines Section 15152.

## **F. PROJECT DESCRIPTION**

The following provides a description of the project site's current location and setting, as well as the proposed project components and the discretionary actions required for the project.

### **Project Location and Setting**

The project site consists of approximately 5.83 acres located east of the Monterey Road/Tilton Avenue intersection (see Figure 1 and Figure 2). The site is identified by APN 725-01-018. The City's General Plan land use designation for the site is Mixed Use Flex, and the zoning district is MU-F. The project site is currently undeveloped, consisting primarily of previously disturbed grassland. Trees are not located on-site. The project site is surrounded by undeveloped agricultural land within the City of San Jose to the north; undeveloped land within Santa Clara County to the east; an RV/boat storage yard and a single-family residence to the south; and Monterey Road and the Union Pacific Railroad (UPRR) tracks to the west. Additionally, existing single-family residences are located to the south, and condominiums and Central High School are to the west, across Monterey Road.

### **Project Components**

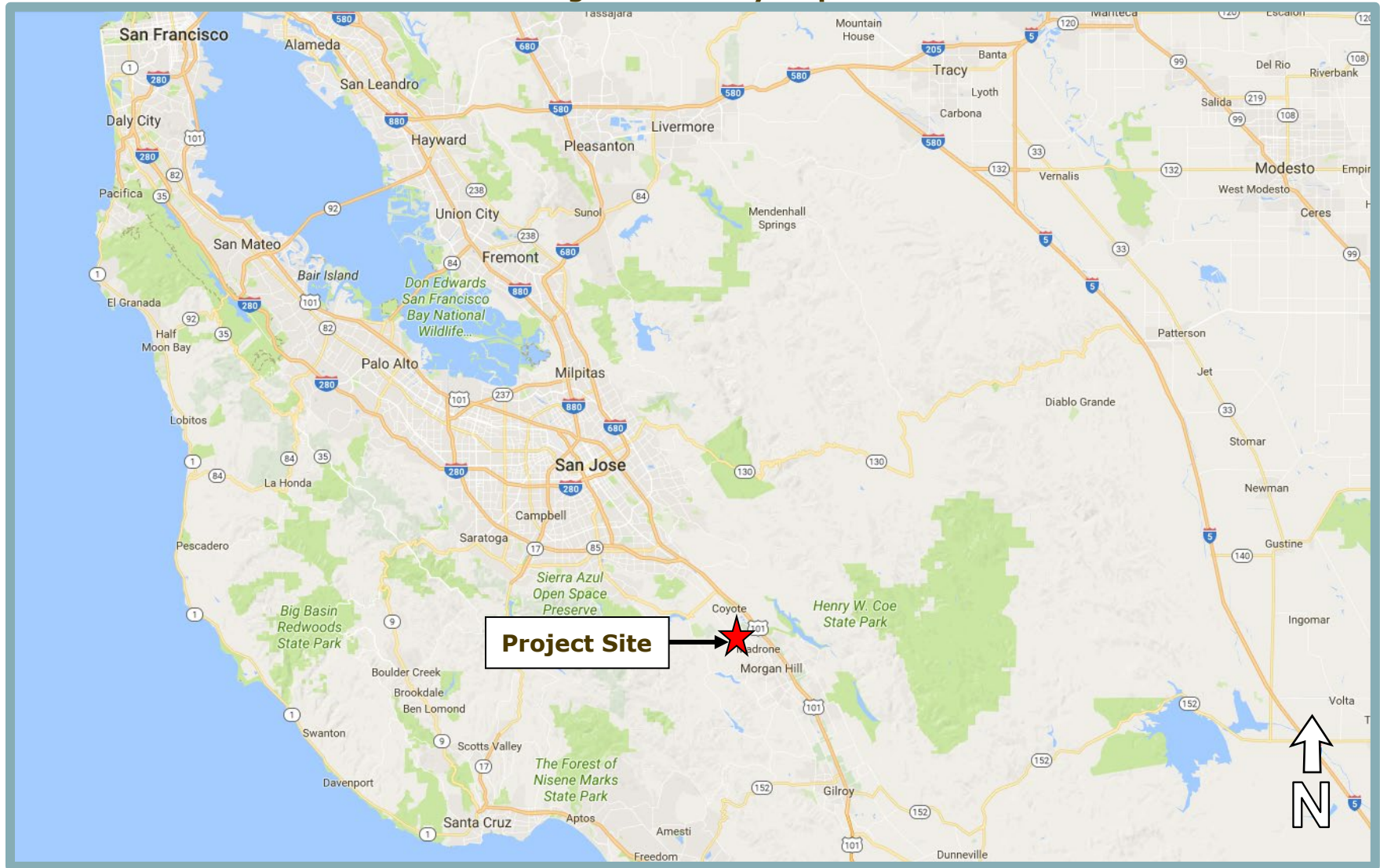
The proposed project consists of a residential condominium development, including 67 units spread across 12, three-story buildings (see Figure 3). The proposed project's 12 buildings are arranged in four-plex, five-plex, and six-plex configurations.

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<sup>1</sup> City of Morgan Hill. *2035 General Plan, City of Morgan Hill*. Adopted July 2016.

<sup>2</sup> City of Morgan Hill. *Morgan Hill 2035 Final Environmental Impact Report*. Adopted July 2016.

**Figure 1**  
**Regional Vicinity Map**



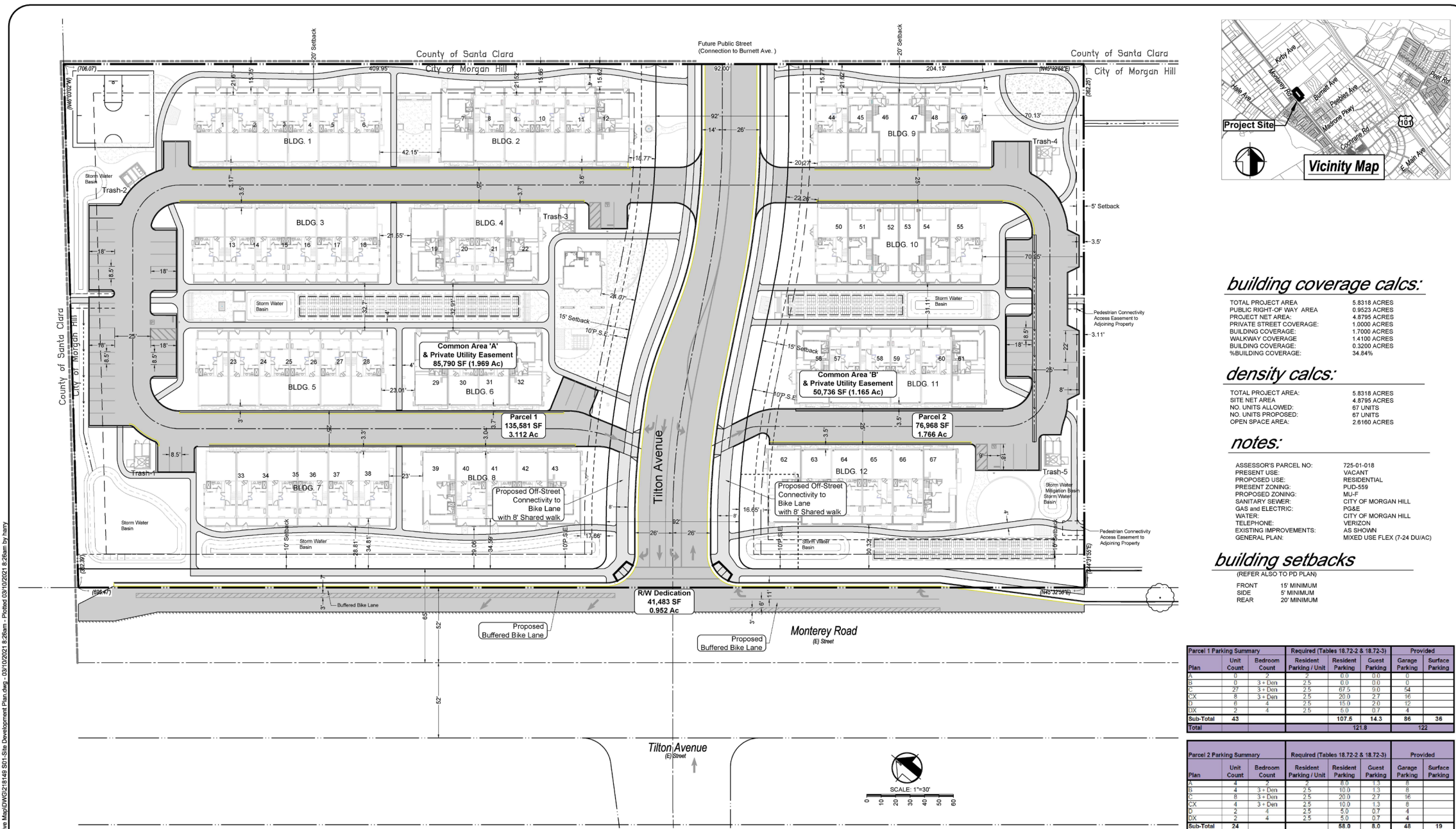


**Figure 2**  
**Project Location Map**





**Figure 3**  
**Site Development Plan**



**building coverage calcs:**

TOTAL PROJECT AREA	5.8318 ACRES
PUBLIC RIGHT-OF-WAY AREA	0.9523 ACRES
PROJECT NET AREA	4.8795 ACRES
PRIVATE STREET COVERAGE:	1.0000 ACRES
BUILDING COVERAGE:	1.7000 ACRES
WALKWAY COVERAGE:	1.4100 ACRES
BUILDING COVERAGE:	0.3200 ACRES
%BUILDING COVERAGE:	34.84%

**density calcs:**

TOTAL PROJECT AREA:	5.8318 ACRES
SITE NET AREA:	4.8795 ACRES
NO. UNITS ALLOWED:	67 UNITS
NO. UNITS PROPOSED:	67 UNITS
OPEN SPACE AREA:	2.6160 ACRES

**notes:**

ASSESSOR'S PARCEL NO: 725-01-018  
PRESENT USE: VACANT  
PROPOSED USE: RESIDENTIAL  
PRESENT ZONING: PUB-150  
PROPOSED ZONING: MU-F  
SANITARY SEWER: CITY OF MORGAN HILL  
GAS and ELECTRIC: PG&E  
WATER: CITY OF MORGAN HILL  
TELEPHONE: VERIZON  
EXISTING IMPROVEMENTS: AS SHOWN  
GENERAL PLAN: MIXED USE FLEX (7-24 DU/AC)

**building setbacks**

(REFER ALSO TO PD PLAN)  
FRONT 15' MINIMUM  
SIDE 5' MINIMUM  
REAR 20' MINIMUM

**Parcel 1 Parking Summary**

Plan	Unit Count	Bedroom Count	Required (Tables 18.72-2 & 18.72-3)		Provided	
			Resident Parking / Unit	Guest Parking	Garage Parking	Surface Parking
A	8	2	2.5	0.0	0.0	0
B	10	3 + Den	2.5	0.0	0.0	0
C	8	3 + Den	2.5	0.0	0.0	0
CX	8	3 + Den	2.5	20.0	2.7	16
D	8	4	2.5	10.0	2.0	12
UX	2	4	2.5	0.0	0.7	4
<b>Sub-Total</b>	<b>43</b>		<b>107.5</b>	<b>14.3</b>	<b>66</b>	<b>36</b>
<b>Total</b>					<b>121.8</b>	<b>122</b>

**Parcel 2 Parking Summary**

Plan	Unit Count	Bedroom Count	Required (Tables 18.72-2 & 18.72-3)		Provided	
			Resident Parking / Unit	Guest Parking	Garage Parking	Surface Parking
A	4	2	2.5	0.0	1.3	8
B	4	3 + Den	2.5	10.0	1.3	8
C	8	3 + Den	2.5	20.0	2.7	16
CX	4	3 + Den	2.5	10.0	1.3	8
D	4	4	2.5	5.0	0.7	4
UX	2	4	2.5	0.0	0.7	4
<b>Sub-Total</b>	<b>24</b>		<b>66.0</b>	<b>8.0</b>	<b>48</b>	<b>19</b>
<b>Total</b>					<b>66.0</b>	<b>67</b>

L:\Projects\Manzanita Park\Drawings\Manzanita Park\_Tentative Map\DWG\31448 301\_Site Development Plan.dwg - 03/10/2021 8:26am - Plotted 03/10/2021 8:26am by hary

**manzanita park**  
site development plan



**applicant:**  
NORTH CORRIDOR INVESTORS, LLC  
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MORGAN HILL, CA 95037  
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**engineer:**  
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**MH engineering Co.**  
16075 Vineyard Boulevard  
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Buildings One through Eight are located on the project site’s northwestern parcel, to the northwest of the proposed extension of Tilton Avenue within the project site. Buildings Nine through 12 are located to the southeast of the extension of Tilton Avenue. A total of six different unit layouts are proposed, with configurations of each unit presented in Table 1. Units C, CX, D, and DX would allow residents the option of using the units’ den space as a fourth bedroom. It should be noted that Units CX and DX would be substantially similar to their respective base plans, with only minor differences related to entryways, or for six-plex end units, inclusion of wall projections to break up the massing of building facades. With the exception of Unit A, each unit would offer an entry porch. Additionally, each unit offers a balcony, ranging from 73 square feet to 99 square feet, and a two-vehicle garage, ranging from 476 square feet to 560 square feet. The four-plex and five-plex buildings would be comprised of C and D unit configurations, and the six-plex buildings would be comprised of Units A, B, C, and CX.

<b>Unit</b>	<b>Beds</b>	<b>Fourth Bedroom Option</b>	<b>Unit Count</b>	<b>Courtyard (sf)</b>	<b>Entry Porch (sf)</b>	<b>Deck (sf)</b>	<b>Garage (sf)</b>	<b>Living Area (sf)</b>
A	2	No	4	167	0	80	531	1,363
B	3+Den	No	4	124	94	85	560	1,843
C	3+Den	Yes	35	125	159	84	476	1,999
CX	3+Den	Yes	12	130	168	99	476	2,052
D	3+Den	Yes	8	222	70	73	514	2,036
DX	3+Den	Yes	4	222	24	73	485	2,112

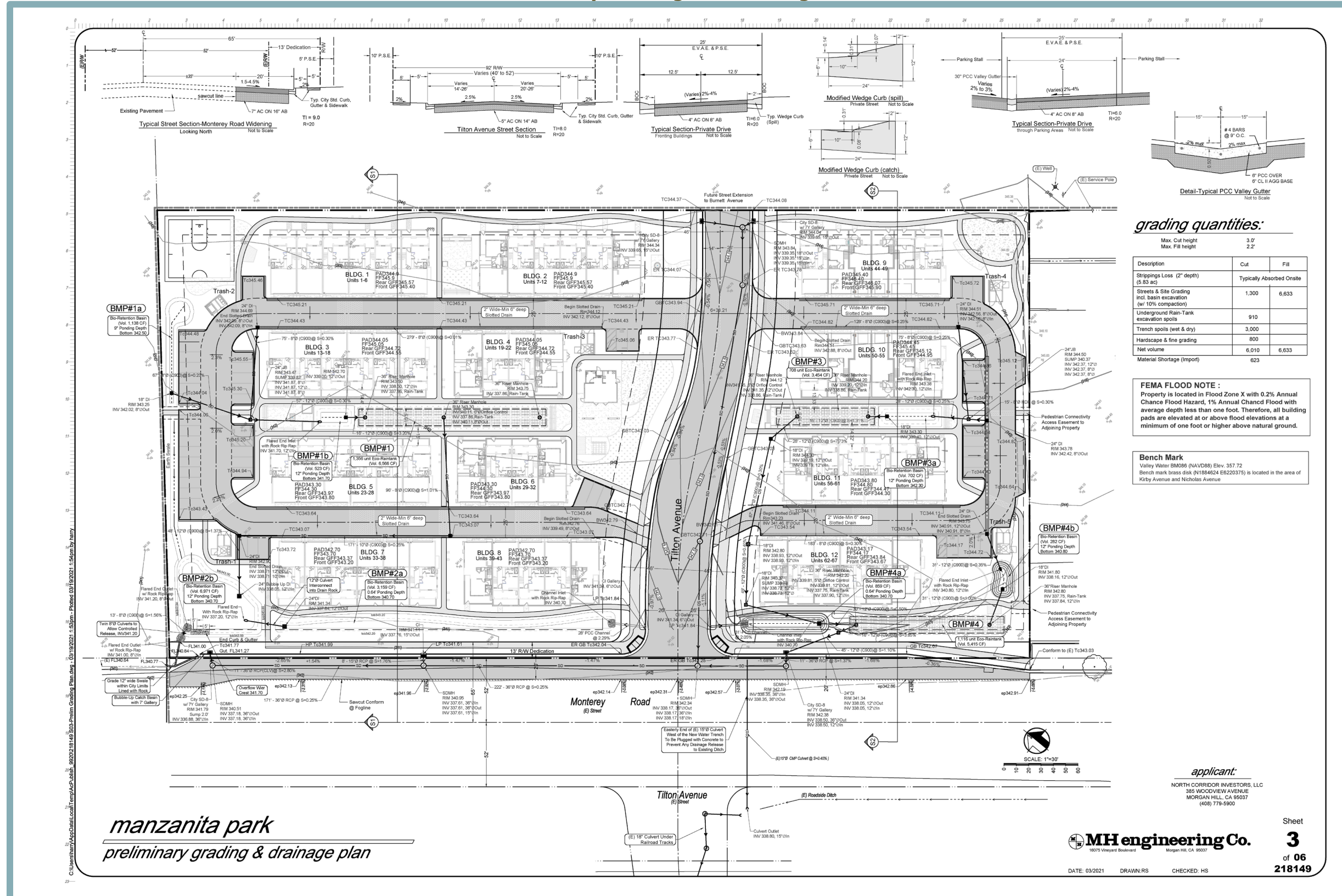
Each of the buildings would be designed at a maximum height of approximately 38 feet. Of the 12 buildings, nine would be designed in a six-plex configuration, two would be four-plexes, and one would be a five-plex. Other on-site features would include a clubhouse with a kitchen, a cabana, two picnic areas, a basketball court, passive water features, passive recreation areas and/or gardens, park benches, and five trash enclosures. Fifteen percent of the units (10) would be deed restricted Below Market Rate (BMR) units deed restricted for moderate income households.

**Parking, Access, and Circulation**

The proposed project would include improvements to both Monterey Road, which abuts the southwestern perimeter of the project site, as well as Tilton Avenue, which currently intersects with Monterey Road but would be extended to bisect the project site (see Figure 4). Starting at the southernmost corner of the project site, the frontage of Monterey Road would be widened by approximately 20 feet on the northeasterly side of the roadway, with a new curb, gutter, and detached five-foot sidewalk installed along the edge. Within the widened portion of the road, a buffered bicycle lane would be installed along the majority of the project site’s frontage. South of Tilton Avenue, the bicycle lane would be six feet wide, and north of Tilton Avenue, the bicycle lane would be seven feet wide. The improvements to Monterey Road would require the relocation and undergrounding of utility lines currently located along the roadway’s frontage. As part of the proposed project, an additional 13 feet of new right-of-way (ROW) would be dedicated to the City.



**Figure 4**  
**Preliminary Grading and Drainage Plan**



**grading quantities:**

Description	Cut	Fill
Stripings Loss (2" depth) (5.83 ac)		Typically Absorbed Onsite
Streets & Site Grading incl. basin excavation (w/ 10% compaction)	1,300	6,633
Underground Rain-Tank excavation spoils		910
Trench spoils (wet & dry)		3,000
Hardscape & fine grading		800
Net volume	6,010	6,633
Material Shortage (import)		623

**FEMA FLOOD NOTE :**  
Property is located in Flood Zone X with 0.2% Annual Chance Flood Hazard, 1% Annual Chancd Flood with average depth less than one foot. Therefore, all building pads are elevated at or above flood elevations at a minimum of one foot or higher above natural ground.

**Bench Mark**  
Valley Water BM086 (NAVD88) Elev. 357.72  
Bench mark brass disk (N1884624 E6220375) is located in the area of Kirby Avenue and Nicholas Avenue

*manzanita park*  
preliminary grading & drainage plan

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The extension of Tilton Avenue would serve as the fourth leg of the existing intersection of Monterey Road/Tilton Avenue. From the intersection, Tilton Avenue would be extended into the project site and be stubbed at the northeastern boundary for future connection to Burnett Avenue. The width of the extended portion of the road would range between 40 feet and 52 feet, with the widest portion of the extension at the project site's entrance. The roadway cross-section includes one travel lane in each direction, curb, gutter, and detached sidewalks. The majority of sidewalk would be five feet wide, but would expand to eight feet in width near the intersection of Monterey Road/Tilton Avenue. In total, the ROW for the extended portion of Tilton Avenue would measure 92 feet. The ROW for the Tilton Avenue extension would be dedicated to the City.

In addition to Tilton Avenue, internal access through the project site would be provided by way of a circular private driveway, which would be bisected by the Tilton Avenue extension. Including wedge curbs, which would be included along portions of the private drive, the street would span 25 feet in width in most areas; however, the width of the driveway would be smaller at the southern intersection with Tilton Avenue. The project site would include 55 surface parking spaces, 134 garage spaces, as well as 15 bicycle racks. Two electric vehicle (EV) charging stations would also be included.

## **Utilities**

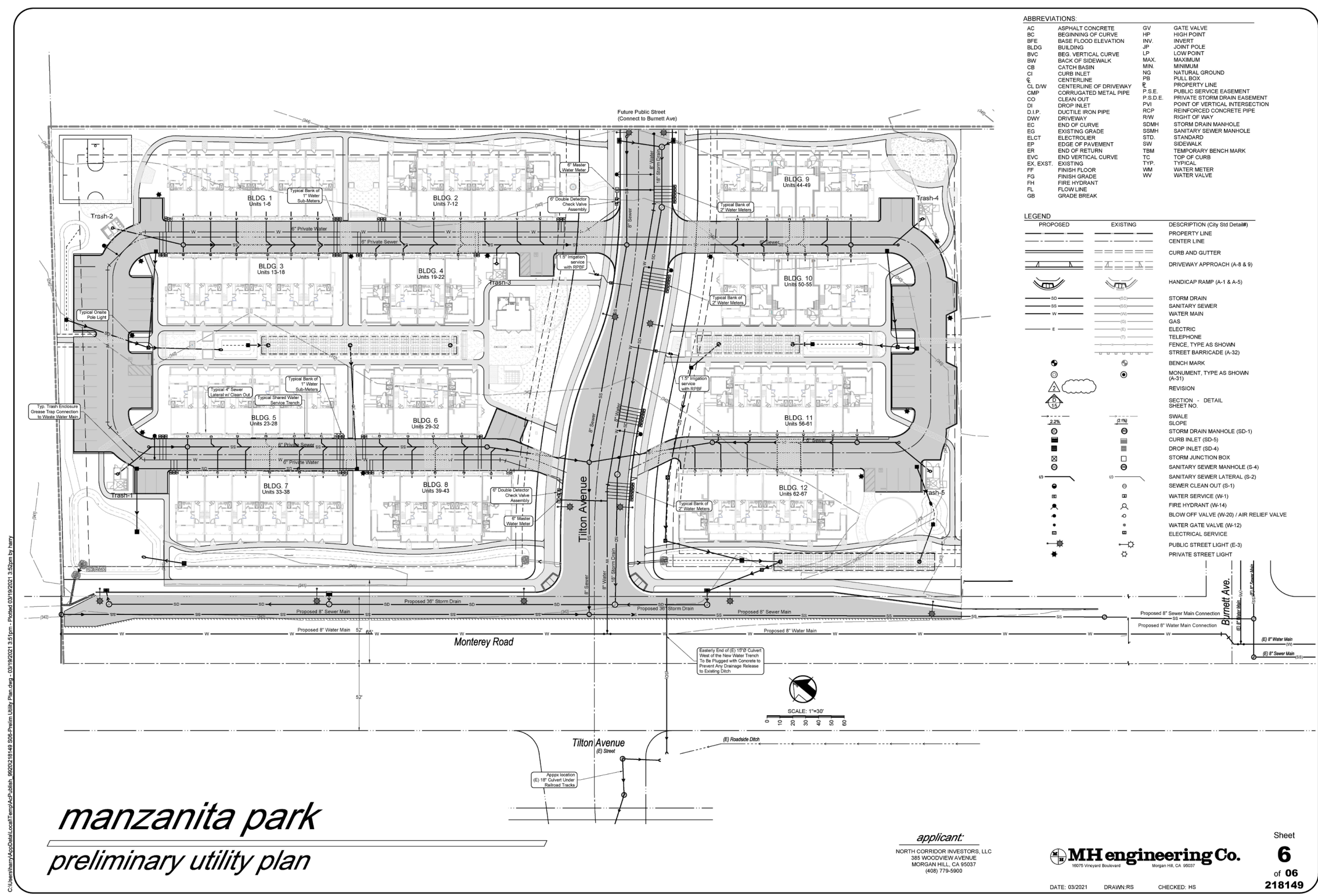
Water and sewer service would be provided by the City through connections to the existing eight-inch water and sewer mains in Monterey Road, which are stubbed at the southwest corner of the property (see Figure 5). From the point of connection, the eight-inch water and sewer lines would be extended along the project's entire Monterey Road frontage. At the intersection of Monterey Road and Tilton Avenue, the eight-inch lines would be extended north into the project site along the extension of Tilton Avenue, where the lines would connect to six-inch private water and sewer lines in the site's private driveway. The six-inch lines would then connect to each of the proposed buildings.

The project site would include on-site stormwater facilities to provide water quality treatment and peak management at pre-project levels for both on-site and off-site runoff. The site's stormwater facilities would be dispersed across four drainage management areas (DMAs), each comprised of aggregated Best Management Practices (BMPs) (see Figure 6). In general, each DMA would include a series of bio-retention basins that would provide initial stormwater treatment prior to being routed to underground rain tanks for additional treatment and retention. For the area north of Tilton Avenue, runoff would be detained, as necessary, in the underground rain-tank before being metered to a bio-retention basin at the western corner of the project site (BMP-2b), where the stormwater would then be discharged to the existing ditch along the northern side of Monterey Road.

As previously discussed, the stormwater runoff on the portion of the project site south of Tilton Avenue would be generally treated and detained by a series of bio-retention basins and rain tanks. Treated runoff would eventually be metered to a proposed 36-inch storm drain line in Monterey Road. The 36-inch storm drain pipe would release treated stormwater flows into the existing ditch along the northern side of Monterey Road. In addition, the extended portion of Tilton Avenue would include an 18-inch storm drain, which would collect runoff from inlets and discharge the stormwater to the storm drain within Monterey Road, where it would then be released in the existing ditch. As discussed previously, existing aboveground utility lines are located along Monterey Road along the southwest boundary of the project site, and would require relocation and undergrounding as part of the widening of Monterey Road.



**Figure 5**  
**Preliminary Utility Plan**



*manzanita park*  
*preliminary utility plan*

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## **Open Space and Landscaping**

As shown in Figure 7, landscaping would be provided throughout the project site and include new trees, shrubs, grasses, vines, and ground cover along the boundaries of the project site, as well as in areas adjacent to the proposed project's buildings. Plant selection would be in accordance with Section 18.64.060 (General landscape requirement) of the Municipal Code, which requires that a minimum of 90 percent of plants and trees be drought-tolerant, with the City preferring native plants adapted to the local climate.

All of the units (100 percent) meet the multi-family residential requirement of 48 square feet per unit of Private Open Space. Private Open Space area in porches and decks per unit ranges from 87 to 280 square feet. The Common Open Space provided exceeds the requirement of 15 percent of the site (18 percent for Parcel One and 19 percent for Parcel Two). General Plan Policy NRE-4.9 requires new urban development adjacent to an existing agricultural operation to create an appropriate buffer area on land within the proposed development. The adjacent property is owned by the City of San Jose (APN 725-01-023). The City of San Jose has confirmed that the use of the property has not generated annual revenue from sales of agricultural commodities in 3 of the last 5 years. The City of San Jose views the site as an opportunity for some form of future recreation or community garden use, but there are no comprehensive plans in place. Therefore, a 100-foot agricultural buffer is not required.

## **Vesting Tentative Map and Design Review**

The proposed project includes a Vesting Tentative Map to subdivide the project site into two parcels (see Figure 8). Parcel One would be north of the Tilton Avenue extension and would have an area of approximately 3.1 acres. Parcel Two would be south of the Tilton Avenue extension with an area of approximately 1.8 acres.

The proposed project would also require the City's approval of a Design Review Permit. The purpose of Design Review is to allow the City to review all development, signs, buildings, structures, and other facilities in order to further enhance the City's appearance, as well as the livability and usefulness of the proposed project.

## **Requested/Required Entitlements**

The proposed project would require the City's approval of the following entitlements:

- Vesting Tentative Map; and
- Design Review.

The project site is located in the MU-F zoning district within Block One of the Monterey Road Corridor for which a Block-Level Master Plan (BLMP) is required for all projects wanting to develop within the block. The City Council adopted Ordinance No. 2297 N.S. on February 6, 2019, establishing a BLMP for Monterey Corridor Block One, requiring that pursuant to the requirements of Zoning Code Section 18.30.050 (PD Combing District) a Zoning Amendment to establish a PD Master Plan would be required as a subsequent approval for all projects wanting to develop within the block.

California Senate Bill 330 (SB 330) established the "Housing Crisis Act of 2019", effective January 1, 2020, making changes to the local approval process until January 1, 2025. The project, as proposed, is consistent with the General Plan and meets the base zoning standards. Therefore, although a PD master plan for the site is required by the Ordinance No. 2297, NS (Block-Level Master Plan for Monterey Road Corridor Block One), SB 330 supersedes this requirement.



Figure 7  
Architectural Site Plan

**DESIGN STANDARDS:**

**# HIGHLIGHTED ITEMS ARE INCLUDED IN THIS PROJECT, SEE LANDSCAPE DRAWINGS FOR MORE INFORMATION**

**4. Orientation to an existing street**  
For residential buildings adjacent to a collector or arterial street, the primary entrance of homes (front door) is located along the street unless sound walls are installed (see "Sound Wall" section for requirements).  
(GP Policy CHP-11.18)

**5. On-Site Recreational Amenities**  
The project has provided on-site recreational amenities to serve residences based on the following table:

16 - 50 units	Tier 1.2	Tier 2.2	Tier 3.1
51-100 units	Tier 1.2	Tier 2.2	Tier 3.1
101-150 units	Tier 1.2	Tier 2.2	Tier 3.2
151+ units	Tier 1.2	Tier 2.3	Tier 3.3
201+ units	Tier 1.2	Tier 2.3	Tier 3.3

**Tier 1 amenities:**  
Shuffleboard  
Horseshoes  
Bowling green with artificial turf  
Picnic/barbecue area  
Park benches  
Passive water features (e.g. fountain)  
Passive recreation area and/or gardens

**Tier 2 amenities:**  
Cabana or shade trellis area  
Two picnic/barbecue areas  
Clubhouse  
Volleyball court and/or Bocce ball court  
Outdoor racquetball/handball lift-up wall  
Dog Park  
Sauna and/or Jacuzzi  
Community garden plots (minimum one forty-eight-square-foot plot for each ten dwelling units) with water service located in an area that will get a minimum of six hours of direct sun when trees mature  
1/2 court basketball (one hoop)  
Bridle paths  
Bocce ball  
Artificial turf putting green  
Exercise structure or complex (age appropriate play equipment/minimum three activities, can be integrated in structure)

**Tier 3 amenities:**  
• Softball field  
• Sports court and/or 2 1/2-court basketball courts (two hoops)  
• Restroom area  
• 1/2 scale soccer field  
• Exercise structure or complex (age appropriate play equipment/minimum five activities, can be integrated in structure)  
• Jacuzzi and separate child wading pool  
• Tennis court  
• Recreation hall with exercise equipment and/or game equipment  
• Exercise room  
• Clubhouse w/ kitchen  
• Swimming pool

(GP Policy, Housing element HE-4)

**13. Usable Private and Common Open Space:**  
Each lot must include a private open space area, such as a private yard, porch, balcony, roof garden, or patio. Private open space must be contiguous to the unit it serves and accessible and visible from the living area of the unit. Private open space must be open air. Private open space cannot be covered by a roof by more than 50 percent of the area; however, balconies can have up to 100 percent ceiling coverage. The following private open space is required per unit type:

a. Single-family attached and detached units meeting the following average lot sizes shall provide usable open space as specified:

Average Lot Area (square feet)	1,440-1,920	1,920-2,999	3,000-4,356	4,357-6,999
Private Open Space	65 square feet per unit	150 square feet per unit	300 square feet per unit	350 square feet per unit
Common Open Space	140 square feet per unit	150 square feet per unit	175 square feet per unit	200 square feet per unit

b. Single-family detached (lots 7,000 square feet and over): 500 square feet per unit (Private Open Space)

c. Multi-family residential - At least fifty percent of the units have at least 48 square feet per unit (Private Open Space). Fifteen percent of the site area shall be dedicated to common open space.

d. If On-site Recreational Amenities are not provided, private and common open space shall be increased by 25 percent.  
Common open space shall be fully landscaped and accessible to all residents.  
Private open space per unit may be reduced by up to 25 percent if offset by the equivalent increase in common open space with amenities.  
(GP Policy CHP-11.29)

**42. Trash Enclosure, Solid Waste and Recyclable Materials:**  
Detailed enclosure plans are required for multi-family, new construction and alteration projects, and comply with the following:  
a. The exterior materials and colors of the enclosure walls shall match the building walls.  
b. Chain link fencing with or without wood/plastic slats is prohibited.  
c. Roofs shall be painted with rust-inhibitive paint.  
d. Shall not obstruct on-site or off-site pedestrian or vehicle traffic movement.  
If project requires a consolidated solid waste plan, the project shall comply with the enclosure and development guidelines specified by Recology South Valley. All trash enclosure areas must meet the following structural or treatment control Best Management Practices (BMP) requirements (individual single-family residences are exempt from these requirements):  
1. Roof Required: Trash enclosure areas shall have an all-weather noncombustible solid roof to prevent rainwater from mixing with the enclosure's contents.  
2. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.  
3. Doors: Trash enclosure shall have door(s) which can be secured when closed.  
4. Grades: The pad for the enclosure shall be designed to not drain outward, and the grade surrounding the enclosure shall be designed to not drain into the enclosure.  
5. Drain Inlet: Within the enclosure, an area drain with an approved (Zum) vandal proof drain shall be installed and shall be plumbed to the sanitary sewer system with grease trap. Grease trap shall be located within the trash enclosure footprint.

**ARCHITECTURAL SITE CALCULATIONS:**

**Architectural Summary**

PLAN	Bed Count	Unit Count	Courtyard	Entry Porch	Deck	Total Private Open Space	Garage	Living Area	Total Living Area
A	2	4	167	0	80	988	531	1,363	5,452
B	3 + Den	4	124	94	85	1,212	560	1,843	7,372
C	3 + Den	35	125	159	84	12,880	476	1,999	69,965
CX	3 + Den	12	130	168	99	4,764	476	2,052	24,624
D	3 + Den	8	222	70	73	2,920	514	2,036	16,288
DX	3 + Den	4	222	24	73	1,276	485	2,112	8,448
<b>Total</b>		<b>67</b>				<b>24,040</b>			<b>132,149</b>

**OPEN SPACE CALCULATIONS:**  
PRIVATE OPEN SPACE REQUIRED: (MINIMUM 48 SQ. FT. PER UNIT X 50% OF UNITS)  
PRIVATE OPEN SPACE PROVIDED: 254 - 397 PER UNIT (100% OF UNITS)

UNIT A 254 SQ. FT.  
UNIT B 303 SQ. FT.  
UNIT C 368 SQ. FT.  
UNIT CX 397 SQ. FT.  
UNIT D 365 SQ. FT.  
UNIT DX 319 SQ. FT.

**COMMON OPEN SPACE REQUIRED: 15% OF THE SITE AREA**  
**COMMON OPEN SPACE PROVIDED: (PARCEL 1) 24,727 SQ. FT. / 135,581 SQ. FT = 18.2%**  
**(PARCEL 2) 14,925 SQ. FT. / 76,968 SQ. FT = 19.4%**

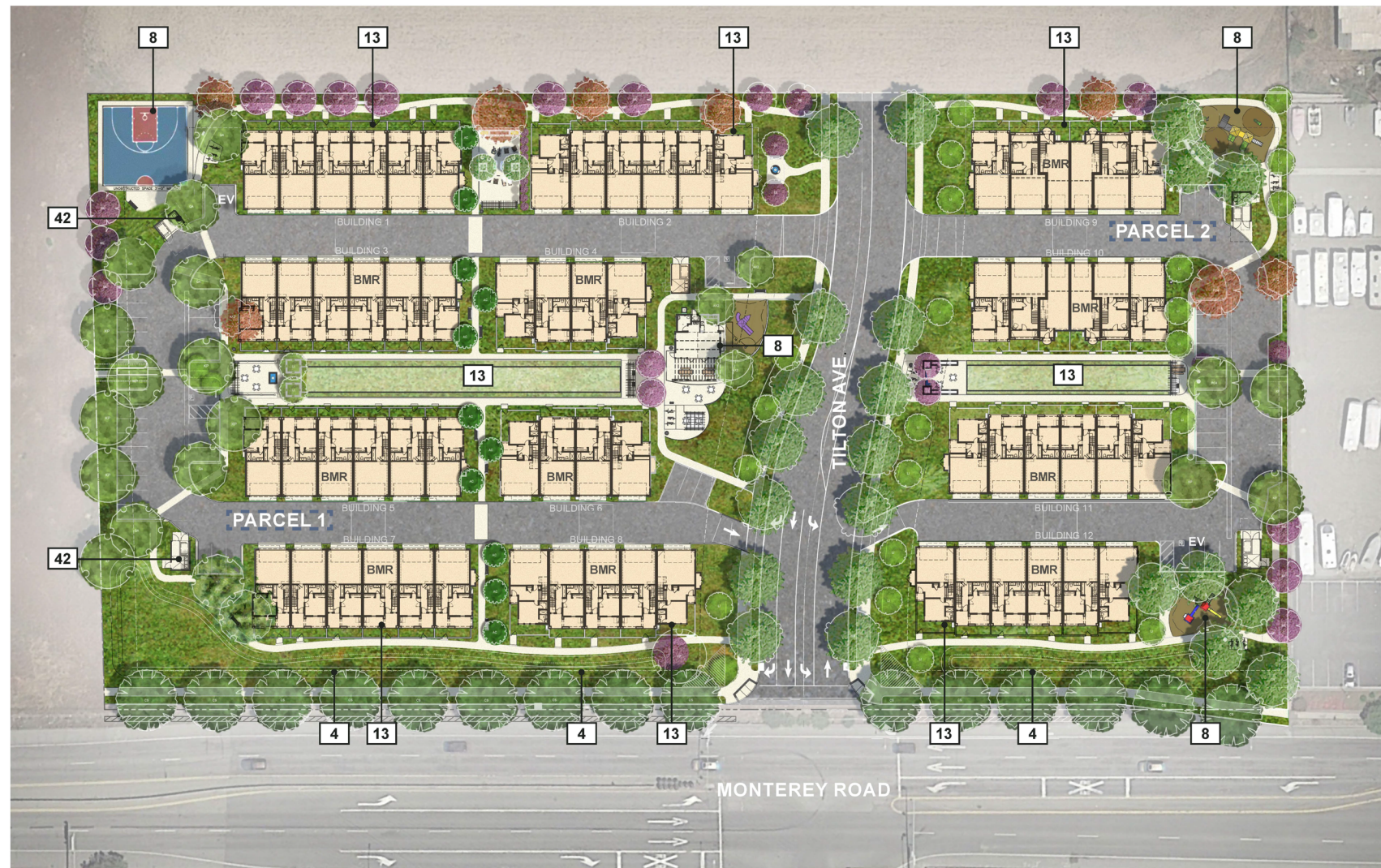
**Zoning Compliance Summary**

Standard	MU-F (Table 18.22-2)	Multi-Family Dev Standards (18.40.055)	PROVIDED	
			Parcel 1	Parcel 2
<b>Site Requirements</b>				
Min. Lot Area (SF)	6,000	6,000	135,581	76,968
Lot Area (Ac)			3.1	1.8
Average Lot Area / Unit (SF)			3,153	3,207
Min. Lot Width (Ft)	60	60	356	204
Min. Lot Depth (Ft)	100	85	349	349
Max. Building Coverage (% of Lot)	50%	60%	28%	28%
Building Coverage (SF)			37,428	21,451
Unit Cover (DU)			43	26
Min. Density (DU/Ac)	7		13.8	13.8
Max. Density (DU/Ac)			13.8	13.8
Max. Height (Stories)	3		3	3
Max. Height (Ft)	35' (45' with 10' roof element)		35' to top of roof ridge	35' to top of roof ridge

**BMR UNITS:** 10 TOTAL UNITS PROVIDED (LOCATIONS SHOWN ON SITE PLAN BELOW)

**PARCEL 1:** 6 UNITS PROVIDED  
2 PLAN C UNITS (3 BEDROOM UNITS - 1,999 SF EACH)

**PARCEL 2:** 4 UNITS PROVIDED  
2 PLAN A UNITS (2 BEDROOM UNITS - 1,363 SF EACH)  
2 PLAN C UNITS (3 BEDROOM UNITS - 1,999 SF EACH)



**MANZANITA PARK** IN MORGAN HILL, CA  
BY NORTH CORRIDOR INVESTORS, LLC

**ARCHITECTURAL SITE PLAN**



DATE 03-22-2021  
JOB NO. 297.081

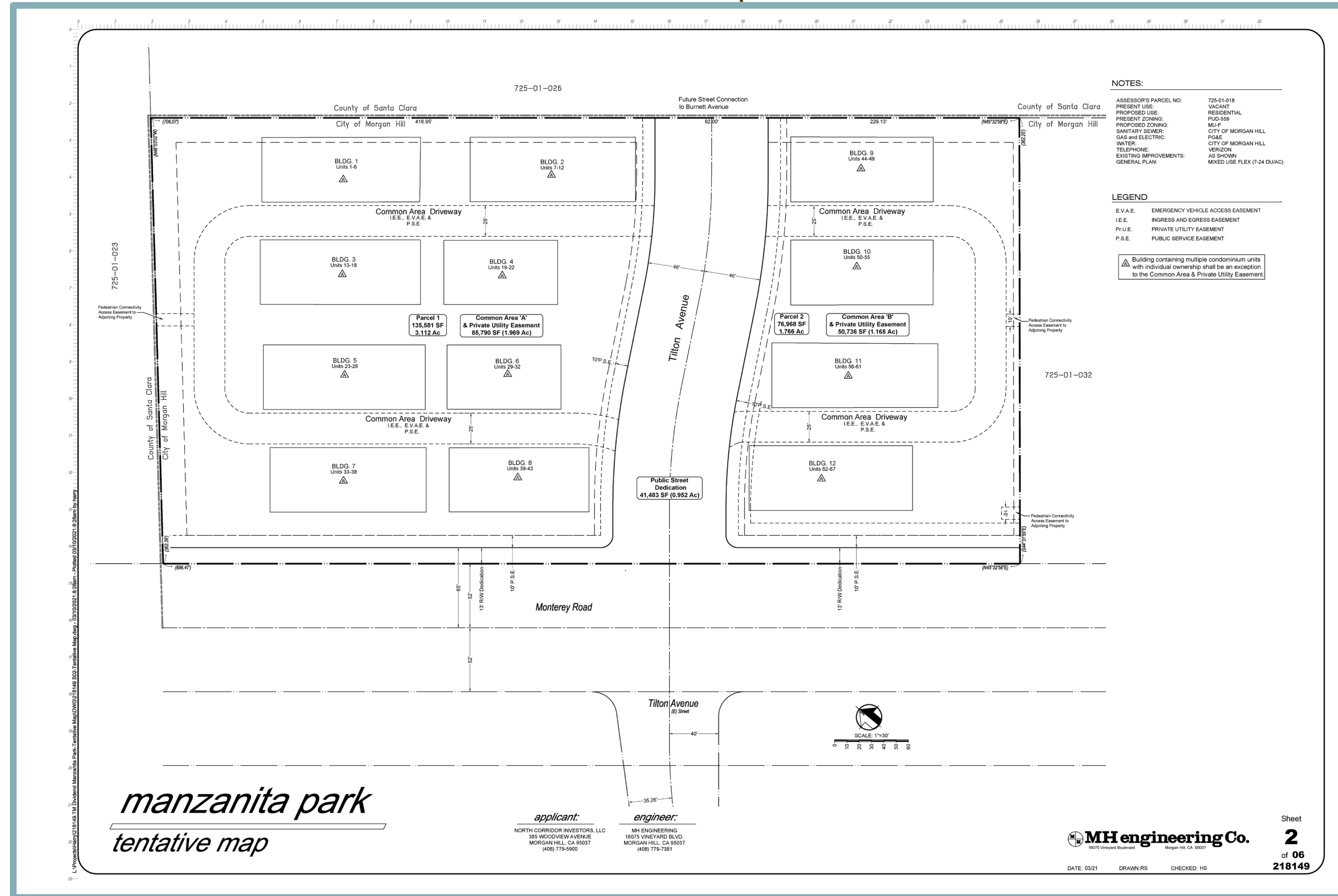


5865 Owens Drive  
Pleasanton, CA 94588  
925-251-7200

**A.01**



**Figure 8  
Tentative Map**



## **G. ENVIRONMENTAL CHECKLIST:**

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The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

**Potentially Significant Impact:** An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

**Less Than Significant with Mitigation Incorporated:** An impact that requires mitigation to reduce the impact to a less-than-significant level.

**Less-Than-Significant Impact:** Any impact that would not be considered significant under CEQA relative to existing standards.

**No Impact:** The project would not have any impact.

**I. AESTHETICS.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing or sighting. In general, a project’s impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista.

The Morgan Hill General Plan does not designate official scenic view corridors or vistas. However, according to the General Plan, the hillsides that surround the City to the east and west are considered scenic. The project site is surrounded by existing development to the south and west and undeveloped agricultural land outside of the City limits to the north and east. The project site is not located on a hillside or in the vicinity of a hillside. Distant views of the hills to the east of the City are visible to motorists, bicyclists, and pedestrians travelling along Monterey Road; however, development of the proposed project would not affect the hillsides in the surrounding environs.

The General Plan EIR assessed the potential for development facilitated by buildout of the General Plan to result in substantial adverse effects on a scenic vista under Impact AES-1. As concluded therein, compliance with applicable goals, policies, and actions set forth by the General Plan and regulations set forth in the Morgan Hill Municipal Code would reduce impacts related to scenic vistas to less than significant. Such policies include Policy NRE-2.3, which requires that the scenic hillsides around the City be preserved in an undeveloped state, wherever feasible. Given that the proposed project would be consistent with the site’s General Plan land use designation, buildout of the site with the proposed uses was generally evaluated in the General Plan EIR. The proposed project would comply with all applicable policies and regulations set forth by the General Plan and Municipal Code, respectively. Thus, the project would not result in impacts beyond those identified in the General Plan EIR.

Based on the above, the proposed project would not have a substantial adverse effect on a scenic vista, and a **less-than-significant** impact would occur.

- b. According to the California Department of Transportation (Caltrans) map of Santa Clara County prepared for the Scenic Highway Mapping System, officially designated State or County scenic highways do not occur in the project vicinity. Scenic resources, including

rock outcroppings or historically significant buildings, do not exist on the project site. Therefore, the proposed project would not substantially damage scenic resources within a State scenic highway, and **no impact** would occur.

- c. The project site is located within the City limits and is bound by an RV/boat storage yard and a single-family residence to the southeast and UPRR tracks and single-family residences to the south and west, across from Monterey Road. In addition, mobile home park communities are located in the project vicinity east of the project site, along Burnett Avenue, and Central High School is to the west, across Monterey Road. As such, the project site is within an urbanized area, and the applicable threshold is if the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

The proposed project would primarily involve the construction of a 67-unit residential condominium development, consisting of 12, three-story buildings, as well as associated utility, landscaping, and roadway improvements. As discussed above, the site is located within Block One of the Monterey Road Corridor. Ordinance No. 2297 N.S. established a Block-Level Master Plan for Monterey Road Corridor Block 1, which typically requires a PD Master Plan for all project proposals within the block. However, SB 330 supersedes such requirements, and the PD Master Plan is not required for implementation of the proposed project.

The project, as proposed, is consistent with the General Plan and meets the MU-F base zoning standards. In addition, Goal CNF-8 and Goal CNF-11 of the City and Neighborhood Form element of the General Plan anticipate new development to contribute to a “visually attractive urban environment” and to provide “high quality, aesthetically pleasing, livable, sustainable, well-planned residential neighborhoods.” The proposed project would meet these goals through compliance with General Plan policies regarding project aesthetics. For example, the proposed project would provide landscaping throughout the project site and along the project frontages to soften the visual impacts of parking areas and new structures (see Figure 7). Vehicle parking spaces would be located behind the proposed buildings and further screened by landscaping trees along the project perimeters and within the parking areas, thus, reducing the visual impact of parking areas consistent with General Plan Policy CNF-8.12.

The proposed project would undergo Design Review pursuant to Morgan Hill Municipal Code Section 18.108.040, which would ensure that the proposed project exhibits high quality design consistent with the Residential Development Design and Development Standards (adopted December 2019). The Residential Development Design and Development Standards augment the standards set forth in the Municipal Code and provide qualitative direction to meet the City’s goal for high quality design of residential projects. Design Review would also ensure that the proposed project is compatible with surrounding residential uses and minimizes negative impacts on neighboring properties. The architectural quality of the proposed project would be consistent with Design Review criteria regarding community character and architectural style and materials, such as the use of trim, eaves, window boxes, and balconies/patios.

Based on the above, the proposed project would not conflict with the base zoning standards that apply to the MU-F zoning district or other regulations governing scenic quality. Therefore, a **less-than-significant** impact would occur.



- d. The project site is currently undeveloped and does not include any sources of light or glare. The proposed residential uses and internal driveways would introduce new sources of light and glare, including, but not limited to, headlights on vehicles using the on-site street system, exterior light fixtures, light reflecting off windows, and interior light spilling through windows.

The proposed project would be required to comply with Section 18.76.060 (Glare) of the Morgan Hill Municipal Code, which includes requirements such as the use of cut-off lenses to direct light downward and minimum maintained lighting on parking surfaces. Compliance with the provisions of Municipal Code Section 18.76.060 would ensure that the light and glare created by the proposed project would be consistent with the levels of light and glare currently emitted in the surrounding environment.

Based on the above, the proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Thus, a ***less-than-significant*** impact would occur.

## II. AGRICULTURE AND FORESTRY RESOURCES.

### Would the project:

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>

### Discussion

a,e. According to the Department of Conservation’s California Important Farmland Finder, the project site is currently designated as “Grazing Land.”<sup>3</sup> The Department of Conservation defines Grazing Land as land on which the existing vegetation is suited to the grazing of livestock. The designation is distinct from Prime Farmland, Unique Farmland, and Farmland of Statewide Importance. As such, the project site is not considered Farmland.

Given the site designation, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, **no impact** would occur as a result of the proposed project.

b. The project site is currently zoned MU-F and designated Mixed Use Flex in the City’s General Plan. Neither the zoning nor land use designations allow agricultural uses, and the project site is not under a Williamson Act contract. Therefore, buildout of the proposed project would not conflict with zoning for an agricultural use or a Williamson Act contract, and **no impact** would occur.

c,d. The project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). Therefore, the proposed project would have **no impact** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

<sup>3</sup> California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservacion.ca.gov/dlrp/ciff/>. Accessed April 2021.

**III. AIR QUALITY.**

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a,b. The City of Morgan Hill is located in the San Francisco Bay Area Air Basin (SFBAAB), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB area is currently designated as a nonattainment area for State and federal ozone, State and federal fine particulate matter 2.5 microns in diameter (PM<sub>2.5</sub>), and State respirable particulate matter 10 microns in diameter (PM<sub>10</sub>) ambient air quality standards (AAQS). The SFBAAB is designated attainment or unclassified for all other AAQS. It should be noted that on January 9, 2013, the U.S. Environmental Protection Agency (USEPA) issued a final rule to determine that the Bay Area has attained the 24-hour PM<sub>2.5</sub> federal AAQS. Nonetheless, the Bay Area must continue to be designated as nonattainment for the federal PM<sub>2.5</sub> AAQS until such time as the BAAQMD submits a redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation. The USEPA has not yet approved a request for redesignation of the SFBAAB; therefore, the SFBAAB remains in nonattainment for 24-hour PM<sub>2.5</sub>.

In compliance with regulations, due to the nonattainment designations of the area, the BAAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the AAQS, including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. The current air quality plans are prepared in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

The most recent federal ozone plan is the 2001 Ozone Attainment Plan, which was adopted on October 24, 2001 and approved by the California Air Resources Board (CARB) on November 1, 2001. The plan was submitted to the USEPA on November 30, 2001 for review and approval. The most recent State ozone plan is the 2017 Clean Air Plan, adopted on April 19, 2017. The 2017 Clean Air Plan was developed as a multi-pollutant plan that provides an integrated control strategy to reduce ozone, PM, toxic air contaminants (TACs), and greenhouse gases (GHGs). Although a plan for achieving the State PM<sub>10</sub> standard is not required, the BAAQMD has prioritized measures to reduce PM in developing the control strategy for the 2017 Clean Air Plan. The control strategy serves as the backbone of the BAAQMD's current PM control program.

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure

continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. For development projects, BAAQMD establishes significance thresholds for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>), as well as for PM<sub>10</sub>, and PM<sub>2.5</sub>, expressed in pounds per day (lbs/day) and tons per year (tons/yr). The thresholds are listed in Table 2. Thus, by exceeding the BAAQMD’s mass emission thresholds for construction and operational emissions of ROG, NO<sub>x</sub>, or PM<sub>10</sub>, a project would be considered to conflict with or obstruct implementation of the BAAQMD’s air quality planning efforts.

<b>Table 2 BAAQMD Thresholds of Significance</b>			
<b>Pollutant</b>	<b>Construction</b>	<b>Operational</b>	
	<b>Average Daily Emissions (lbs/day)</b>	<b>Average Daily Emissions (lbs/day)</b>	<b>Maximum Annual Emissions (tons/year)</b>
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub> (exhaust)	82	82	15
PM <sub>2.5</sub> (exhaust)	54	54	10

*Source: BAAQMD, CEQA Guidelines, May 2017.*

Particulate matter can be split into two categories: fugitive and exhaust. The BAAQMD thresholds of significance for exhaust are presented in Table 2. It should be noted that BAAQMD does not maintain quantitative thresholds for fugitive emissions of PM<sub>10</sub> or PM<sub>2.5</sub>, rather, BAAQMD requires all projects within the district’s jurisdiction to implement Basic Construction Mitigation Measures (BCMMs) related to dust suppression.

The proposed project’s construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, compliance with the 2019 California Building Standards Code (CBSC), etc. Where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project’s modeling assumes the following project and/or site-specific information:

- Construction would begin in March 2023 and occur over approximately three years;
- Operational trip generation rates were updated to 9.44 vehicle trips per unit, consistent with the Manzanita Park – Monterey Road/Tilton Avenue Intersection Analysis prepared for the proposed project;
- Fireplaces/hearthths would not be included in any of the units;
- The project site is located within 0.4-mile of the nearest transit stop; and
- The project would comply with the Model Water Efficient Landscape Ordinance (MWELO) and the 2019 CALGreen Code; and
- The project would comply with all applicable provisions of the 2019 California CBSC.

The proposed project’s estimated emissions associated with construction and operations and the project’s contribution to cumulative air quality conditions are provided below. All CalEEMod results are included as Appendix A to this IS/MND.

**Construction Emissions**

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 3. As shown in the table, the proposed project’s maximum unmitigated construction emissions would be below the applicable thresholds of significance.

<b>Table 3 Maximum Unmitigated Construction Emissions (lbs/day)</b>			
<b>Pollutant</b>	<b>Proposed Project Emissions</b>	<b>Threshold of Significance</b>	<b>Exceeds Threshold?</b>
ROG	3.91	54	<b>NO</b>
NO <sub>x</sub>	27.56	54	<b>NO</b>
PM <sub>10</sub> *	1.27	82	<b>NO</b>
PM <sub>2.5</sub> *	1.17	54	<b>NO</b>
Note: * Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions.			
Source: CalEEMod, January 2022 (see Appendix A).			

All projects within the jurisdiction of the BAAQMD are required to implement all of the BAAQMD’s BCMMs, which would be required by the City as conditions of approval:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.

The proposed project's required implementation of the BAAQMD's BCMMs listed above for the project's construction activities would help to minimize construction-related emissions.

Because the proposed project would be below the applicable thresholds of significance for construction emissions, project construction would not result in a significant air quality impact.

**Operational Emissions**

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 4. As shown in the table, the proposed project's operational emissions would be below the applicable thresholds of significance. As such, the proposed project would not result in a significant air quality impact during operations.

<b>Table 4 Maximum Unmitigated Operational Emissions</b>					
<b>Pollutant</b>	<b>Proposed Project Emissions</b>		<b>Threshold of Significance</b>		<b>Exceeds Threshold?</b>
	<b>lbs/day</b>	<b>tons/yr</b>	<b>lbs/day</b>	<b>tons/yr</b>	
ROG	3.40	0.57	54	10	<b>NO</b>
NO <sub>x</sub>	1.75	0.30	54	10	<b>NO</b>
PM <sub>10</sub> *	0.06	0.01	82	15	<b>NO</b>
PM <sub>2.5</sub> *	0.06	0.01	54	10	<b>NO</b>
Note: * Denotes emissions from exhaust only. BAAQMD has not yet adopted PM thresholds for fugitive emissions.					
<b>Source: CalEEMod, January 2022 (see Appendix A).</b>					

**Cumulative Emissions**

Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The thresholds of significance presented in Table 2 represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the SFBAAB's existing air quality conditions. If a project exceeds the significance thresholds presented in Table 2, the proposed project's emissions would be cumulatively considerable, resulting in significant adverse cumulative air quality impacts to the region's existing air quality conditions. Because the proposed project would result in emissions below the applicable thresholds of significance, the project would not be expected to result in a cumulatively considerable contribution to the region's existing air quality conditions.

## Conclusion

As stated previously, the applicable regional air quality plans include the 2001 Ozone Attainment Plan and the 2017 Clean Air Plan. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plans, violate any air quality standards or contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in any criteria air pollutant, impacts would be considered **less than significant**.

- c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Land uses surrounding the project site include a single-family residence to the southeast, single-family residences to the south and west, two mobile home parks, Central High School, and Sobrato High School. The nearest existing sensitive receptor to the project site is the single-family residence located approximately 200 feet to the southeast of the site, along Burnett Avenue.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and TAC emissions, which are addressed in further detail below.

## Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. CO emissions are particularly related to traffic levels.

In order to provide a conservative indication of whether a project would result in localized CO emissions that would exceed the applicable threshold of significance, the BAAQMD has established screening criteria for localized CO emissions. According to BAAQMD, a proposed project would result in a less-than-significant impact related to localized CO emission concentrations if all of the following conditions are true for the project:

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

Given that the proposed project is consistent with the site's current land use and zoning designations, the proposed project would not conflict with the Santa Clara Valley



Transportation Authority (VTA) Congestion Management Program (CMP).<sup>4</sup> According to the Manzanita Park – Monterey Road/Tilton Avenue Intersection Analysis, the study intersections near the project site serve up to 2,714 vehicles during peak hours. Considering the proposed project is expected to generate up to 632 daily trips, traffic associated with the proposed development would not increase traffic volumes at any affected intersection to more than 44,000 vehicles per hour. Furthermore, areas where vertical and/or horizontal mixing is limited due to tunnels, underpasses, or similar features do not exist in the project area. Therefore, based on the BAAQMD's screening criteria for localized CO emissions, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.

### **TAC Emissions**

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, gas dispensing facilities, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. As noted above, the nearest existing sensitive receptor to the project site is the single-family residence located approximately 200 feet to the southeast of the site, along Burnett Avenue.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

Short-term, construction-related activities would result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project is estimated to be approximately three years.

All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. In addition, only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. Operation of construction equipment within portions of the development area would allow for the dispersal of emissions, and would ensure that construction-activity is not continuously occurring in the portions of the

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<sup>4</sup> Santa Clara Valley Transportation Authority. *2015 Congestion Management Plan*. October 2015.



project site closest to existing receptors. Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire project site) for long periods of time. Furthermore, the prevailing wind direction in the City of Morgan Hill is from the west.<sup>5</sup> Thus, emission of DPM associated with construction equipment would be directed towards the east, and away from the nearest sensitive receptors. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a substantially extended period of time would be low.

Furthermore, the project applicant would be required to prepare, and include on all site development and grading plans, a management plan detailing strategies for control of noise, dust and vibration, and storage of hazardous materials during construction of the project. Pursuant to Section 18.76.040 (Air Contaminants) of the City's Municipal Code, the management plan must include all applicable BAAQMD rules and regulations, as well as the City's standard conditions for construction activity. The City of Morgan Hill Development Services Department would ensure that the BAAQMD's BCMMS, listed under section "a,b" above, would be noted on project construction drawings prior to issuance of a building permit or approval of improvement plans.

## **Conclusion**

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO or TACs from construction or operation. Therefore, the proposed project would result in a **less-than-significant** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

- d. Emissions such as those leading to odors have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in sections "a" through "c" above. Therefore, the following discussion focuses on emissions of odors and dust.

Pursuant to the BAAQMD CEQA Guidelines, odors are generally regarded as an annoyance rather than a health hazard.<sup>6</sup> Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on several variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantification of significant odor impacts is relatively difficult. Typical odor-generating land uses include,

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<sup>5</sup> Weather Spark. *Climate and Average Weather Year Round in Morgan Hill*. Available at: <https://weatherspark.com/y/1089/Average-Weather-in-Morgan-Hill-California-United-States-Year-Round#:~:text=The%20predominant%20average%20hourly%20wind,of%2095%25%20on%20August%201..> Accessed January 19, 2022.

<sup>6</sup> Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines* [pg. 7-1]. May 2017.

but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses.

Construction activities often include diesel-fueled equipment and heavy-duty diesel trucks, which can create odors associated with diesel fumes, which could be found to be objectionable. However, as discussed above, construction activities would be temporary, and operation of construction equipment would be regulated and intermittent. Project construction would also be required to comply with all applicable BAAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions, as well as any associated odors. Accordingly, substantial objectionable odors would not occur during construction activities or affect a substantial number of people. In addition, the BAAQMD rules and regulations would act to reduce construction related dust, which would ensure that construction of the proposed project does not result in substantial emissions of dust. Following project construction, the project site and intersection improvement area would not include any exposed topsoil. Thus, project operations would not include any substantial sources of dust.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people, and a ***less-than-significant*** impact would result.

**IV. BIOLOGICAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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 Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a. The proposed project is located within the boundaries of the Santa Clara Valley Habitat Plan (SCVHP). The project site, previously used for agricultural purposes, consists primarily of flat grassland, with ornamental landscaping such as trees and shrubs located on properties in the vicinity. According to the Santa Clara Valley Habitat Agency’s Habitat Agency Geobrowser,<sup>7</sup> the project site’s land cover consists of 5.8 acres of Grain, Row-crop, Hay and Pasture, Disked/Short-term Fallowed (GRHPDSF) and 0.1 acre of Urban-Suburban (U-S). According to the SCVHP, GRHPDSF land cover is described as tilled land not appearing in aerial photographs to support orchard or vineyard. Common vegetation includes fast-growing forage grasses and irrigated legumes. In some areas, nonnative weedy vegetation, such as thistles, mustards, and a variety of other weedy forbs, are common. U-S land cover is described as areas where the native vegetation has been cleared for residential, commercial, industrial, transportation, or recreational structures. Vegetation found in the U-S land cover is usually in the form of landscaped residences, planted street trees, and parklands. Typically, species covered by the SCVHP are unlikely to occur within U-S areas.

Certain plant and animal species are considered to have special status if they are listed or proposed for listing under the federal or State Endangered Species Acts, meet the definition of Rare or Endangered under CEQA, or are considered rare locally. In addition, nesting birds and raptors are protected under the Federal Migratory Bird Treaty Act

<sup>7</sup> Santa Clara Valley Habitat Agency. *Habitat Agency Geobrowser*. Available at: <http://www.hcpmaps.com/habitat/>. Accessed April 2021.

(MBTA), which prohibits killing, possessing, or trading of migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. The MBTA covers take of whole birds, parts of birds, and bird nests and eggs. The SCVHP provides take authorization for 18 listed and non-listed species (i.e., covered species). In addition, the SCVHP includes conservation measures to protect the species covered by the SCVHP, as well as a conservation strategy designed to mitigate impacts on covered species and contribute to the recovery of the species in the study area. The SCVHP is discussed further under question 'f' below. The potential for any special-status species to occur on the project site is discussed below.

### **Special-Status Plants**

Given the previous disturbance of the project site, special-status plant species are not anticipated on-site, as the site's previous agricultural uses involved regular disking, removing the possibility of the site offering suitable habitat capable of supporting special-status plants. In addition, according to the Habitat Agency Geobrowser, the project site is not located within a geographic area of the SCVHP or land cover type that includes conditions that require plant surveys and avoidance and minimization measures (AMMs). Therefore, the proposed project would not result in impacts to special-status plant species.

### **Special-Status Wildlife**

According to the SCVHP, covered species that could be found in GRHPDSF land cover include tricolored blackbird, western burrowing owl, San Joaquin kit fox, California tiger salamander, California red-legged frog, western pond turtle, and Bay checkerspot butterfly. Tricolored blackbird and western burrowing owl forage in grain crops and pastures and may also breed in agricultural settings. San Joaquin kit fox may move through GRHPDSF land cover if the land occurs near suitable grassland areas. Additionally, California tiger salamander, California red-legged frog, and western pond turtle move through croplands to reach suitable breeding and aestivation habitat. Bay checkerspot butterfly migrate through GRHPDSF habitats between patches of serpentine grassland.

However, according to the Habitat Agency Geobrowser, the project site is not located within a geographic area of the SCVHP or land cover type that includes conditions requiring wildlife surveys and AMMs. Given this, and previous site disturbance, the project site does not offer suitable habitat for the aforementioned covered species.

### **Nesting Migratory Birds and Raptors**

Existing trees and shrubs near the project site provide potential nesting habitat for nesting migratory birds and raptors protected by the MBTA. Therefore, project construction activities, including initial site grading, soil excavation, associated improvements, and/or tree and vegetation removal occurring during the nesting period for migratory birds (typically between February 1 to August 31) could have the potential to result in nest abandonment or death of any live eggs or young, should migratory birds or their nests be present within or near the project site. In such an event, the proposed project could result in a potentially significant impact.

### **Conclusion**

Based on the above, development of the proposed project would not result in any substantial adverse effects to special-status plants. However, the trees and shrubs in the vicinity of the project site provide potential habitat for nesting migratory birds and raptors

protected by the MBTA. Thus, vegetation removal and ground disturbance associated with the proposed project could result in significant impacts to protected bird species, if any of the species occupy trees and shrubs in the vicinity of the project site prior to the start of construction activities. Therefore, the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), and a **potentially significant** impact could occur.

#### Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above identified potential impact to a *less-than-significant* level.

IV-1(a). *If construction activities associated with the proposed project are to be conducted during the breeding season (i.e., February 1 through August 31), a preconstruction nesting bird survey shall be conducted. The survey shall be performed by a qualified biologist no more than three days prior to the initiation of work, and shall encompass the project site as well as visual inspection of trees within 500 feet of the site to identify active nests. If nesting or breeding activity is not observed, further action is not required and work may proceed without restrictions. All survey results shall be submitted to the City of Morgan Hill Development Services Department prior to the start of construction.*

*If construction activities are to be conducted outside of the breeding season (i.e., September 1 through January 31), preconstruction surveys for nesting migratory birds are not necessary.*

IV-1(b). *If any active nests are located within the study area, an appropriate buffer zone shall be established around the nests, as determined by the project biologist. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of breeding season or the young have successfully fledged. Buffer zones are typically between 100 feet and 250 feet for migratory bird nests and between 250 feet and 500 feet for a raptor nest. If active nests are found within the study area, a qualified biologist shall monitor nests daily for a minimum of five days during construction to evaluate potential nesting disturbance by construction activities. If construction activities cause the nesting bird(s) to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then an exclusionary buffer shall be increased, as determined by the qualified biologist, such that activities are far enough from the nest to stop the agitated behavior. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.*

b,c. The project site consists primarily of disturbed ruderal vegetation and is bordered by Monterey Road to the west and an RV/boat storage yard to the south. According to the Habitat Agency Geobrowser, the project site is not located within a geographic area of the SCVHP or land cover type that includes conditions mandating design requirements,

construction measures, or setbacks to mitigate impacts to streams, riparian corridors or areas, wetlands, ponds, or serpentine soils.

Based on the above, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the CDFW or USFWS, or have a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Thus, a **less-than-significant** impact would occur.

- d. Movement corridors or landscape linkages are usually linear habitats that connect two or more habitat patches, providing assumed benefits to the species by reducing inbreeding depression and increasing the potential for recolonization of habitat patches. The project site consists primarily of disturbed ruderal vegetation and is bordered by Monterey Road to the west and an RV/boat storage yard to the south. Although agriculture fields such as the project site can be used for wildlife movement, the project site is compromised for such uses, as the existing development in the project vicinity eliminates the possibility of east-to-west and north-to-south through travel. In addition, the site does not offer, and is not adjacent to, any prime habitat such as wetlands, riparian, or forest. Thus, the potential for use of the site as a wildlife corridor or native wildlife nursery site is limited.

Based on the above, development of the proposed project would not substantially interfere with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Therefore, a **less-than-significant** impact would occur.

- e. The project site consists of previously disturbed grassland and does not include on-site trees. Trees are located along the southern and western boundaries of the site, but would not be impacted during project construction.

Based on the above, the proposed project would not conflict with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance. Therefore, **no impact** would occur.

- f. As noted above, the project site is located within the boundaries of the SCVHP permit area. The SCVHP was developed through a partnership between Santa Clara County, the cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District (SCVWD), the Santa Clara VTA, the USFWS, and the CDFW. The SCVHP is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. The SCVHP provides take authorization for 18 covered species and includes conservation measures to protect the species covered by the SCVHP, as well as a conservation strategy designed to mitigate impacts on covered species and contribute to the recovery of the species in the study area.

As set forth by Morgan Hill Municipal Code Section 18.132.050, compliance with the SCVHP requires payment of fees according to the Fee Zone designation of the property, payment of nitrogen deposition fees related to the number of anticipated car trips resulting from the development, and any surcharge fees that are required based on site-specific impacts to sensitive habitats or sensitive species. According to the Habitat Agency Geobrowser, the project site consists of 5.8 acres of GRHPDSF land cover and 0.1 acre of U-S land cover. Land cover fees for Zone B (Agricultural and Valley Floor Lands) are



assessed at a rate of \$11,806 per acre. Based on the project site's 5.8 acres of GRHPDSF land cover, the project's Zone B land cover fees would total \$68,474.80. Chapter 9 of the SCVHP states that any area defined as U-S is "exempt from development fees, with the exception of the nitrogen deposition fee and burrowing owl fee, if it is not located in or adjacent to a parcel that contains a stream, riparian woodland or forest, wetland, pond, or serpentine." The project site is not subject to the burrowing owl fee, but the proposed project would be subject to nitrogen deposition fees, which assess a fee rate of \$37.57 per new residence. As the proposed project would include 67 units, the project's nitrogen deposition fees would total \$2,517.19. Under Section 18.132.050 of the Morgan Hill Municipal Code, the proposed project would be required to pay such fees, which would ensure that the project does not conflict with the provisions of the adopted Habitat Conservation Plan.

Based on the above, the proposed project would not conflict with the provisions of the adopted SCVHP. Thus, a ***less-than-significant*** impact would occur.



**V. CULTURAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

a,b,c. The project site does not currently contain any structures and has been subjected to disturbance, including regular disking and activities associated with the site’s previous agricultural use. However, as noted in the General Plan EIR, archaeological surveys conducted in Morgan Hill have identified numerous prehistoric sites with shell midden components, including human burials. Based on such findings, the potential exists for subsurface historical resources and previously unknown archaeological resources to be found on-site during grading and excavation associated with development of the proposed project. In the event that such resources are unearthed, the following City standard conditions of approval related to the protection of historical and archaeological resources would be implemented, consistent with Section 18.60.090 of the City’s Municipal Code:

1. Prior to start of grading or earthmoving activity on the “first day of construction”, the archaeologist and Tamien Nation Tribal Monitor shall hold a preconstruction meeting for the purposes of "cultural sensitivity training" with the general contractor and subcontractors.
2. An archaeologist and a Tamien Nation Tribal Monitor shall be present on-site to monitor all ground disturbing activities. Where historical or archaeological artifacts are found, work in areas where remains or artifacts are found will be restricted or stopped until proper protocols are met, as described below:
  - a) Work at the location of the find will halt immediately within fifty feet of the find. If an archaeologist is not present at the time of the discovery, the applicant shall contact an archaeologist for evaluation of the find to determine whether it qualifies as a unique archaeological resource as defined by this chapter;
  - b) If the find is determined not to be a Unique Archaeological Resource, construction can continue. The archaeologist will prepare a brief informal memo/letter in collaboration with a tribal representative that describes and assesses the significance of the resource, including a discussion of the methods used to determine significance for the find;
  - c) If the find appears significant and to qualify as a unique archaeological resource, the archaeologist will determine if the resource can be avoided and will detail avoidance procedures in a formal memo/letter; and
  - d) If the resource cannot be avoided, the archaeologist in collaboration with a tribal representative shall develop within forty-eight hours an action plan to avoid or minimize impacts. The field crew shall not proceed until the action plan is approved by the Development Services

Director. The action plan shall be in conformance with California Public Resources Code 21083.2.

3. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply. If human remains are discovered, it is probable they are the remains of Native Americans,
  - a) If human remains are encountered, they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.
  - b) Remains should not be held by human hands. Surgical gloves should be worn if remains need to be handled.
  - c) Surgical mask should also be worn to prevent exposure to pathogens that may be associated with the remains.
4. In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, ground stone mortars and pestles), culturally altered ash stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials and historic structure remains such as stone lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the exclusion zone as defined below.
5. An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the contractor foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time of discovery, by the monitoring archaeologist and tribal representative (typically twenty-five to fifty feet for single burial or archaeological find).
6. The discovery locale shall be secured (e.g., 24-hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances.
7. The Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:
  - The City of Morgan Hill Development Services Director (408) 779-7247
  - The Contractor's Point(s) of Contact
  - The Coroner of the County of Santa Clara (if human remains found) (408) 793-1900

- The Native American Heritage Commission (NAHC) in Sacramento (916) 653-4082
  - The Amah Mutsun Tribal Band (916) 481-5785 (H) or (916) 743-5833 (C)
  - The Tamien Nation (707)295-4011 (office) and (925)336-5359 (THPO)
8. The Coroner has two working days to examine the remains after being notified of the discovery. If the remains are Native American the Coroner has 24 hours to notify the NAHC.
  9. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD). (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)
  10. Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.
  11. Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's Development Services Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the appropriate tribe may be considered and carried out.
  12. If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

Compliance with the above standard conditions of approval would ensure that construction of the proposed project would have a ***less-than-significant*** impact related to historical resources and unique archeological resources, as well as the disturbance of human remains.

**VI. ENERGY.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project’s potential effects related to energy demand during construction and operations are provided below.

**California Green Building Standards Code**

The 2019 CBSC, otherwise known as the CAL Green Code (CCR Title 24, Part 11), became effective with the rest of the CBSC on January 1, 2020. The purpose of the CAL Green Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CBSC standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources’ MWEL0, or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board; and
- For some single-family and low-rise residential structures developed after January 1, 2020, mandatory on-site solar energy systems capable of producing 100 percent of the electricity demand created by the residence(s). Certain residential developments, such as developments that are subject to substantial shading, rendering the use of on-site solar photovoltaic systems infeasible, may be exempted from the foregoing requirement on a case-by-case basis.

**Building Energy Efficiency Standards**

The 2019 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards



resulting in a seven percent reduction in energy consumption from the 2016 standards for residential structures. Energy reductions relative to previous Building Energy Efficiency Standards would be achieved through various regulations including requirements for the use of high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls.

One of the improvements included within the 2019 Building Energy Efficiency Standards is the requirement that certain residential developments, including some single-family and low-rise residential developments, include on-site solar energy systems capable of producing 100 percent of the electricity demanded by the residences. Once rooftop solar electricity generation is factored in, homes built under the 2019 standards will use approximately 53 percent less energy than those under the 2016 standards.

### **Construction Energy Use**

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation, which is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

The CARB prepared the *2017 Climate Change Scoping Plan Update* (2017 Scoping Plan),<sup>8</sup> which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The In-Use Off-Road Vehicle Regulation, with which the proposed project must comply, would be consistent

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<sup>8</sup> California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. November 2017.

with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

### **Operational Energy Use**

Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity for interior and exterior building lighting, operation of stoves, kitchen and cleaning appliances, and more. It should be noted that the proposed project would not use natural gas, as natural gas is prohibited in all new construction effective March 1, 2020, pursuant to City Ordinance No. 2306. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result in transportation energy use associated with vehicle trips generated by employee commutes, residents, and the movement of goods.

The proposed project would be subject to all relevant provisions of the most recent CBSC, including the CALGreen Code and the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code, the Building Energy Efficiency Standards, and the City's natural gas prohibition ordinance would ensure that the proposed structures consume energy efficiently through the incorporation of such features as efficient water heating systems, high-performance attics and walls, and high-efficacy lighting. The CALGreen Code requires that new residential buildings use a combination of energy efficiency and distributed renewable energy generation to meet all annual energy needs. Required compliance with the standards and regulations noted above would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary.

In regards to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS/MND, the project site is located within close proximity to existing residential neighborhoods, bicycle infrastructure, and transit infrastructure. The proposed project would install a buffered bicycle lane along the majority of the project site's frontage within the newly widened portion of Monterey Road and include 15 bicycle racks and two EV charging stations. The availability of such transit, bicycle, and pedestrian infrastructure in the project vicinity would help to reduce vehicle miles traveled (VMT) associated with the project and reduce fuel consumption.

### **Conclusion**

Based on the above discussion, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

**VII. GEOLOGY AND SOILS.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

The following discussions are based on a Geotechnical Investigation prepared for the proposed project by Quantum Geotechnical, Inc. (see Appendix B of this IS/MND),<sup>9</sup> as well as information contained in the City’s General Plan and General Plan EIR.

ai,aii. Pursuant to the Geotechnical Investigation prepared for the proposed project, the site consists of level terrain on the southern end of the Santa Clara Valley. The nearest active faults to the project site are the Calaveras Fault located approximately 3.6 miles northeast of the site, the Sargent fault approximately 7.5 miles to the southwest, and the San Andreas fault approximately 10 miles southwest of the site. Known active faults do not cross the project site, nor is the site mapped within a State of California Earthquake Fault Zone.

The General Plan EIR notes the City’s location between two major active fault lines, including the Sargent and San Andreas faults in the Santa Cruz Mountains, and the Calaveras fault in the Diablo Range to the east. However, according to the California Geological Survey Alquist-Priolo Earthquake Fault Zone Maps, the proposed project site

<sup>9</sup> Quantum Geotechnical, Inc. *Geotechnical Investigation On Proposed Residential Development At Monterey Road, Morgan Hill, California*. January 8, 2018.

is not located within the vicinity of an Alquist-Priolo Earthquake Fault Zone.<sup>10</sup> While numerous earthquakes have been felt in the City of Morgan Hill, faults do not run directly through the City's planning area. Therefore, the proposed development would not be subject to risks related to fault rupture.

In addition, the project would be designed to comply with all applicable State and local regulations, including the CBSC and Morgan Hill Municipal Code Chapter 15.08 (Building Code), which provide minimum standards to protect property and public safety by regulating the design and construction of foundations, building frames, retaining walls, and other building elements in order to mitigate the effects of seismic shaking and adverse soil conditions. The CBSC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock on-site, and the strength of ground shaking with specified probability of occurring at a site. Structures built according to the seismic design provisions of the CBSC should be able to:

- 1) Resist minor earthquakes without damage;
- 2) Resist moderate earthquakes without structural damage but with some nonstructural damage; and
- 3) Resist major earthquakes without collapse but with some structural as well as nonstructural damage.

Although conformance with the CBSC does not guarantee that substantial structural damage would not occur in the event of a maximum magnitude earthquake, conformance with the CBSC can reasonably be assumed to ensure that the proposed structures would be survivable, allowing occupants to safely evacuate in the event of a major earthquake.

Based on the above, the proposed project would not expose people and structures to potential substantial adverse effects involving rupture of a known earthquake fault or strong seismic ground-shaking and a **less-than-significant** impact would occur.

a.iii,a.iv, The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence/settlement are discussed in detail below.

### **Liquefaction**

Liquefaction is a phenomenon in which granular material is transformed from a solid state to a liquefied state as a consequence of increased pore-water pressure and reduced effective stress. Increased pore-water pressure is induced by the tendency of granular materials to densify when subjected to cyclic shear stresses associated with earthquakes. According to the Geotechnical Investigation, the California Geological Survey (CGS) Seismic Hazard Zone Report for the Morgan Hill quadrangle does not indicate that the project site is located within a hazard zone requiring special investigation for liquefaction. Pursuant to the report, the historic high groundwater level within the vicinity is found approximately 20 to 30 feet below ground surface. Additionally, the ABAG liquefaction susceptibility map classifies the project site as being under low risk for liquefaction.

The Safety, Services, and Infrastructure Element of the General Plan acknowledges the hazards associated with seismically induced liquefaction in the planning area, and

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<sup>10</sup> California Department of Conservation. *CGS Information Warehouse: Regulatory Maps*. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>. Accessed April 2021.

includes a number of policies (SSI-1.1, 1.2, 2.1, and 2.3) that are relevant to the potential hazards. Furthermore, the CBSC and Morgan Hill Building Code provide standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, which would further reduce the potential for seismic-related ground failure, including liquefaction. Compliance with the aforementioned regulations would ensure that the potential for risks related to liquefaction would be less than significant.

### **Landslides**

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The topography of the project site is considered level terrain and, thus, impacts related to landslides would be less than significant.

### **Lateral Spreading**

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The Geotechnical Investigation does not cite concerns related to lateral spreading. The project site is located on level terrain and is not located near any open faces that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to pose a risk to the proposed project is relatively low. Furthermore, the General Plan EIR concludes that impacts related to lateral spreading would be reduced to a less-than-significant level with compliance with the CBSC, General Plan, and the Municipal Code.

### **Subsidence/Settlement**

Subsidence is the settlement of soils of very low density generally from either oxidation of organic material, or desiccation and shrinkage, or both, following drainage. Subsidence takes place gradually, usually over a period of several years. The proposed project would comply with the CBSC, which would reduce the potential risk for subsidence. Additionally, the General Plan EIR concludes that impacts related to subsidence/settlement would be reduced with compliance with the CBSC, the General Plan, and the Municipal Code. The proposed project would be required to comply with all applicable policies, regulations, and standards set forth by the State and the City of Morgan Hill. Therefore, impacts related to subsidence/settlement would be less than significant.

### **Other Unstable Soil Conditions**

The Geotechnical Investigation notes that the most prominent geotechnical feature of the project site as encountered during borings is the presence of near-surface gravelly soil, which could impact the stability of trenching activities. The Geotechnical Investigation includes recommendations to address potential impacts associated with such soil conditions. However, should the proposed project not adhere to such recommendations, a potentially significant impact could occur.

### **Conclusion**

Based on the above, the proposed project would not be subject to substantial risks related to liquefaction, landslides, and lateral spreading. Compliance with standard construction regulations included in the CBSC would ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss,



injury, or death involving liquefaction and would not be located on a geologic unit or soil that would result in on- or off-site liquefaction. However, as the project site contains near-surface gravelly soil that could impact the stability of trenching activities, without complying with the recommendations contained in the Geotechnical Investigation, a **potentially significant** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above identified potential impact to a *less-than-significant* level.

VII-1            *Prior to approval of any grading and building permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering recommendations provided in the site-specific Geotechnical Investigation prepared for the proposed project by Quantum Geotechnical, Inc. The project plans shall include, but not be limited to, engineering recommendations related to utility trenches, as well as grading, surface and subsurface drainage, bio-filtration facilities, foundations, miscellaneous concrete flatwork, retaining walls, pavement areas, and project review and construction monitoring. Proof of compliance with all recommendations specified in the Geotechnical Investigation shall be subject to review and approval by the City Engineer, Chief Building Official, and a qualified geotechnical engineer.*

- b.            Development of the project site would cause ground disturbance of mostly topsoil related to construction activity. The ground disturbance would be limited to the areas proposed for grading and excavation, including building pads; curb, gutter, and sidewalk improvement areas; and drainage, sewer, and water infrastructure alignments. After grading and excavation and prior to overlaying the disturbed ground surfaces with impervious surfaces and structures, the potential exists for wind and water erosion to occur, which could adversely affect downstream storm drainage facilities.

New development within the City that disturbs one or more acres of land is required to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and prepare a Storm Water Pollution Prevention Plan (SWPPP) incorporating BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The proposed project would disturb approximately 5.83 acres, and thus, would be subject to such requirements. In addition, pursuant to Chapter 13.30 (Urban Storm Water Quality Management and Discharge Control) of the City's Municipal Code, the project applicant would be required to submit a sediment and erosion control plan to the City of Morgan Hill, Land Development Engineering Division, prior to the approval of improvement plans and issuance of building permits. The plan(s) must be acceptable and conform to City standards to prevent significant sediment and soil erosion during construction and include the standards and guidelines found in the California Stormwater Quality Association, Stormwater Best Management Practice Handbook. Additionally, pursuant to Morgan Hill Municipal Code Section 13.30.270, erosion control plans must provide details for BMPs, such as preservation of existing vegetation, hydraulic mulch, hydroseeding, soil binders, and straw mulch. Incorporation of such BMPs would further ensure substantial adverse effects to downstream storm drainage facilities do not occur as a result of substantial soil erosion or the loss of topsoil.

Based on the above, the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, a **less-than-significant** impact would occur.

- d. Expansive soils increase in volume when they absorb water and have the potential to crack or otherwise compromise the integrity of building foundations. Pursuant to the Geotechnical Investigation, the slab subgrade is anticipated to be non-expansive silty material, and therefore, would not require soaking prior to foundation construction. In addition, the proposed project would be required to comply with all applicable CBSC standards to ensure the structural integrity of the proposed structures. Furthermore, to avoid damage due to soil expansion and shrinkage, Section 15.08.090 (Section 1907.1 and R506.1 amended-Minimum slab provisions) of the City's Municipal Code includes requirements for minimum thickness of concrete floor slabs, as well as required reinforcement with wire mesh or an approved alternative. Given required compliance with the CBSC and the slab and foundation construction standards provided in the Municipal Code, the proposed project would not be subject to substantial risks related to expansive soils.

Based on the above, the proposed project would not create substantial direct or indirect risks to life or property related to being located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Thus, a **less-than-significant** impact would occur.

- e. The proposed project would connect to City-maintained sewer infrastructure through proposed sewer mains within Monterey Road and Tilton Avenue and would not include the use of septic tanks. Accordingly, **no impact** would occur related to soils incapable of adequately supporting the use of septic tanks.
- f. Paleontological resources or fossils are the remains of prehistoric plant and animal life. As noted in the General Plan EIR, based on a review of the University of California's Museum of Paleontology's fossil locality database conducted for all of Santa Clara County, paleontological resources have not been explicitly identified as being found within Morgan Hill. As noted in the City's General Plan, occurrences of fossil resources are closely tied to the geologic units. The soil types at the project site are not considered unique geologic features and are common within the geographic area of the City. As such, development of the proposed project would not destroy a unique geologic feature. Furthermore, the proposed project would be subject to the City's standard measures listed in Section V, Cultural Resources, of this IS/MND, which, as noted in the General Plan EIR, would ensure that impacts to paleontological resources are less than significant.

Therefore, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and a **less-than-significant** impact would occur.

**VIII. GREENHOUSE GAS EMISSIONS.**

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project’s GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO<sub>2</sub>) and, to a lesser extent, other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e/yr).

The proposed project is located within the jurisdictional boundaries of BAAQMD. The BAAQMD developed a threshold of significance for project-level GHG emissions in 2009. The BAAQMD’s approach to developing the threshold was to identify a threshold level of GHG emissions for which a project would not be expected to substantially conflict with existing California legislation. At the time that the thresholds were developed, the foremost legislation regarding GHG emissions was AB 32, which established an emissions reduction goal of reducing statewide emissions to 1990 levels by 2020.<sup>11</sup> The GHG emissions threshold of significance recommended by BAAQMD to determine compliance with AB 32 is 1,100 MTCO<sub>2</sub>e/yr. or 4.6 MTCO<sub>2</sub>e per service population per year (MTCO<sub>2</sub>e/SP/yr.). If a project generates GHG emissions above the BAAQMD’s adopted threshold level, the project is considered to generate significant GHG emissions and conflict with AB 32.

The foregoing threshold is intended for use in assessing operational GHG emissions only. Construction of a proposed project would result in GHG emissions over a short-period of time in comparison to the operational lifetime of the project. To capture the construction-related GHG emissions due to buildout of the proposed project, such emissions are

<sup>11</sup> Bay Area Air Quality Management District. *California Environmental Quality Act Guidelines Update: Proposed Thresholds of Significance*. May 2017.

amortized over the anticipated project lifetime and added to the operational GHG emissions. Given that construction-related GHG emissions would not occur concurrently with operational emissions and would cease upon completion of construction activities, combining the two emissions sources represents a conservative estimate of total project GHG emissions.

Since the adoption of BAAQMD's GHG thresholds of significance, the State legislature has passed AB 197 and SB 32, which builds off of AB 32 and establishes a statewide GHG reduction target of 40 percent below 1990 levels by 2030. Considering the legislative progress that has occurred regarding statewide reduction goals since the adoption of BAAQMD's standards, the emissions thresholds presented above would determine whether a proposed project would be in compliance with the 2020 emissions reductions goals of AB 32, but would not necessarily demonstrate whether a project would be in compliance with SB 32. In accordance with the changing legislative environment, the BAAQMD has begun the process of updating the District's CEQA Guidelines; however, updated thresholds of significance have not yet been adopted. In the absence of BAAQMD-adopted thresholds to assess a project's compliance with SB 32, this analysis considers additional GHG emissions thresholds.

SB 32 requires that by 2030 statewide emissions be reduced by 40 percent beyond the 2020 reduction target set by AB 32. In the absence of adopted thresholds from BAAQMD, the CARB, or the City of Morgan Hill, this analysis assumes that in order to meet the reduction targets of SB 32, a proposed project would be required to reduce emissions by an additional 40 percent beyond the emissions reductions currently required by BAAQMD for compliance with AB 32. Assuming a 40 percent reduction from current BAAQMD targets, a proposed project would be in compliance with SB 32 if the project's emissions did not exceed the following thresholds: 660 MTCO<sub>2</sub>e/yr or 2.6 MTCO<sub>2</sub>e/SP/yr. The BAAQMD has informally endorsed this approach to analysis in other recent projects throughout the Bay Area.

In addition to the quantitative thresholds described above, a qualitative analysis assessing the project's compliance with the CARB's *California's 2017 Climate Change Scoping Plan* (2017 Scoping Plan) is also provided. The CARB's 2017 Scoping Plan establishes a strategy to meet California's 2030 GHG targets; accordingly, should the project be shown to comply with the 2017 Scoping Plan, the proposed project would be considered consistent with Statewide reduction targets for the year 2030. Based on recommendations from BAAQMD, a project's compliance with the local actions contained in Appendix B of the 2017 Scoping Plan may be used to assess a project's compliance with the 2017 Scoping Plan and, thus, consistency with SB 32.<sup>12</sup> In addition, the project's consistency with the goals of the Plan Bay Area 2040 is discussed below.

By using the BAAQMD thresholds of significance for GHG, the updated SB 32 thresholds discussed above, and evaluating the project's consistency with applicable plans, the City would comply with Section 15064.4(b)(3) of the CEQA Guidelines, which suggests that lead agencies consider the extent that the project would comply with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction of GHG emissions.

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<sup>12</sup> Flores, Areana, Bay Area Air Quality Management District. Personal communication [phone], Jacob Byrne, Senior Associate/Air Quality Technician, Raney Planning & Management. September 17, 2019.

## Project GHG Emissions

Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Neither the City nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions and does not require quantification. Nonetheless, the proposed project's construction GHG emissions, as well as operational emissions, have been estimated using CalEEMod under the same assumptions discussed in Section III, Air Quality, of this IS/MND (see Appendix A).

The emissions estimates prepared for the proposed project determined that unmitigated construction of the project would result in total GHG emissions of 984.06 MTCO<sub>2e</sub> over the approximately three-year construction period. In the analyses below, the construction GHG emissions are amortized over the anticipated 30-year lifetime of the proposed project (see Table 5).<sup>13</sup>

<b>Table 5</b>	
<b>Unmitigated Operational GHG Emissions</b>	
<b>Source</b>	<b>GHG Emissions (MTCO<sub>2e</sub>/yr)</b>
Operational GHG Emissions	518.30
<i>Area</i>	0.83
<i>Energy</i>	56.70
<i>Mobile</i>	436.40
<i>Waste</i>	15.50
<i>Water</i>	8.87
Amortized Construction GHG Emissions	32.80
<b>Total Annual GHG Emissions</b>	<b>551.10</b>
<b>BAAQMD AB 32 Threshold</b>	<b>1,100.00</b>
<b>Adjusted SB 32 Threshold</b>	<b>660.00</b>
<b>Exceeds Threshold?</b>	<b>NO</b>
<i>Source: CalEEMod, January 2022 (see Appendix A).</i>	

### Compliance with AB 32 and SB 32

As shown in Table 5, the project's total unmitigated annual GHG emissions in the first year of project operation, 2025, including amortized construction-related emissions, were estimated to be approximately 551.10 MTCO<sub>2e</sub>/yr, which would be below BAAQMD's adopted threshold of significance for AB 32 and the adjusted threshold of significance to represent compliance with SB 32. Accordingly, neither construction nor operations of the proposed project would be anticipated to result in significant emissions of GHGs.

### Consistency with 2017 Scoping Plan

Appendix B to the CARB's 2017 Scoping Plan provides examples of potentially feasible mitigation measures that could be considered to assess a project's compliance with the State's 2030 GHG emissions reductions goals. Thus, general compliance with the Local Actions within the 2017 Scoping Plan could be considered to demonstrate the project's compliance with SB 32. The project's consistency with the applicable Local Actions within the 2017 Scoping Plan is assessed in Table 6 below.

<sup>13</sup> South Coast Air Quality Management District. 2008. *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*. Available at: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/ghgattachmente.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf). Accessed April 2021.



<b>Table 6 Project Consistency with the 2017 Scoping Plan</b>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
<b>Construction</b>	
Enforce idling time restrictions for construction vehicles.	CARB's In-Use Off-Road Vehicle Regulations include restrictions that limit idling time to five minutes under most situations. Construction fleets and all equipment operated as part of on-site construction activities would be subject to CARB's idling restrictions. As such, the proposed project would be required to comply with this measure.
Require construction vehicles to operate with the highest tier engines commercially available.	The project applicant has not committed to using construction equipment that complies with the highest tier engines commercially available. As such, consistency with this measure is unknown at this time. However, it is noted that neither the lead agency nor the BAAQMD have adopted a specific threshold of significance for construction-related GHG emissions. In addition, as shown in the table above, project GHG emissions, which include construction-related GHGs, are below the adopted operational threshold of significance.
Divert and recycle construction and demolition waste, and use locally-sourced building materials with a high recycled material content to the greatest extent feasible.	The CALGreen Code requires the diversion of construction and demolition waste, and the proposed project would be required to comply with the most up-to-date CALGreen Code. The project applicant will pursue the feasibility of using locally-sourced building materials or materials with a high recycled content.
Minimize tree removal, and mitigate indirect GHG emissions increases that occur due to vegetation removal, loss of sequestration, and soil disturbance.	As noted previously, the project site does not include any on-site trees, and the proposed landscaping would include several new trees, shrubs, grasses, and vines. Because tree removal would not occur, the project would be consistent with the suggested measure.
Utilize existing grid power for electric energy rather than operating temporary gasoline/diesel powered generators.	The contractor would use existing grid electricity to the extent feasible. However, the possibility exists that temporary generators will be used for electricity in instances where grid electricity is not accessible. Overall, the project would be considered to generally comply with the suggested measure.
Increase use of electric and renewable fuel powered construction equipment and require renewable diesel fuel where commercially available.	The City does not require the use of alternatively fueled construction equipment, unless warranted by mitigation, which is not the case for this project. Furthermore, the commercial availability of renewable diesel in the project area is currently unknown.
Require diesel equipment fleets to be lower emitting than any current emission standard.	The project applicant has not committed to reducing emissions from the construction fleet beyond any current emissions standards. As noted above, the project's estimated construction-related emissions of criteria pollutants would fall below the BAAQMD's thresholds, and the BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions.

*(Continued on next page)*

<b>Table 6 Project Consistency with the 2017 Scoping Plan</b>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
<b>Operations</b>	
Comply with lead agency's standards for mitigating transportation impacts under SB 743.	As noted in Section XVII, Transportation, of this IS/MND, implementation of the project would result in a less-than-significant impact to VMT. As such, the proposed project would comply with this measure.
Require on-site EV charging capabilities for parking spaces serving the project to meet jurisdiction-wide EV proliferation goals.	Pursuant to the 2019 CALGreen Code, residential projects are required to install a listed raceway to accommodate a dedicated 208/240-volt branch circuit for each unit, which would be suitable for EV charging. Compliance with the 2019 CALGreen Code would ensure that the proposed project provides sufficient EV charging infrastructure to comply with this suggested measure.
Dedicate on-site parking for shared vehicles.	The project applicant has not committed to providing dedicated parking for shared vehicles. Therefore, compliance with the suggested measure is uncertain at this time.
Provide adequate, safe, convenient, and secure on-site bicycle parking and storage in multi-family residential projects and in non-residential projects.	The proposed project would include five separate bicycle parking areas throughout the project site, consisting of 15 bike racks. As such, the proposed project would comply with this measure.
Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement relevant improvements identified in an applicable bicycle and/or pedestrian master plan.	New walkways and pedestrian crossings would be provided throughout the project site to provide continuous pedestrian connectivity. In addition, a new sidewalk would be constructed along Monterey Road. An eight-foot bicycle and pedestrian trail would be provided along the Tilton Avenue extension, and the project would include a buffered bike lane along Monterey Road. Considering the project would provide pedestrian facility improvements and access to existing bicycle infrastructure, the proposed project would be consistent with the suggested measure.
Require on-site renewable energy generation.	The 2019 CBSC requires that residential structures that are three-stories or less in height be constructed with renewable energy systems sufficient to provide 100 percent of the electricity required for the residence. The proposed residences would be subject to such requirements. Due to the CBSC's requirements regarding renewable energy systems for residential land uses, the proposed project would include on-site renewable energy generation and would comply with this measure.
Prohibit wood-burning fireplaces in new development, and require replacement of wood-burning fireplaces for renovations over a certain size development.	The proposed project would not include wood-burning fireplaces. Thus, the proposed project would comply with the suggested measure.

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<b>Table 6 Project Consistency with the 2017 Scoping Plan</b>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
Require cool roofs and “cool parking” that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	The 2019 CBSC contains requirements for the thermal emittance, three-year aged reflectance, and Solar Reflectance Index (SRI) of roofing materials used in new construction and re-roofing projects. Such standards, with which the project would be required to comply, would help to reduce heating and cooling costs associated with the proposed project. In addition, approximately 58 parking spaces would be located within internal garages, which reduces the amount of exposed pavement surfaces. As such, surface lot heat effects would be reduced compared to provision of all necessary parking spaces in uncovered surface lots. Therefore, the proposed project would generally comply with the suggested measure.
Require solar-ready roofs.	The 2019 CBSC requires that new residential structures under three stories generate 100 percent of electricity needs from on-site solar. Therefore, the proposed project would comply with this suggested measure.
Require organic collection in new developments.	California state legislature AB 1826 requires commercial and multi-family customers to subscribe to organics recycling. Therefore, the proposed multi-family residential buildings would be required to include organic collection. Recology South Valley is the solid waste disposal service provider within the City, and offers services for the collection of solid waste, recyclable materials, and compostable material. As such, future residents of the proposed project would have access to the compostable material/organic collection service, and the project would generally comply with the suggested measure.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELo], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	Landscaping within the project site would be required to comply with the CALGreen Code and all water efficiency measures therein, including the MWELo regulations adopted by the City of Morgan Hill. Accordingly, the proposed project is anticipated to comply with this measure.
Achieve Zero Net Energy performance building standards prior to dates required by the Energy Code.	The project applicant has not committed to achieving Zero Net Energy (ZNE). However, the 2019 CBSC has begun phasing in ZNE requirements by requiring residential projects three stories and fewer to meet 100 percent of their electricity needs through rooftop solar. The proposed project would include rooftop solar and, therefore, the proposed would generally comply with this measure.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	The project applicant has not committed to achieving third-party green building certification. Thus, compliance with this suggested measure is uncertain at this time. It should be noted that neither the CBSC nor the City of Morgan Hill requires new residential development to achieve third-party green building certification.

*(Continued on next page)*

<b>Table 6 Project Consistency with the 2017 Scoping Plan</b>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
Require the design of bike lanes to connect to the regional bicycle network.	Marked bike lanes exist in the project vicinity. Future residents of the proposed project would have convenient access to the bicycle facilities in the project area, including the existing bike lane along Burnett Avenue, and the proposed bike lane along Tilton Avenue. In addition, the project would install a buffered bike lane along the majority of the site's Monterey Road frontage. Considering the above, the proposed project would comply with the general intent of the suggested measure.
Expand urban forestry and green infrastructure in new land development.	Landscaping improvements would be included throughout the project site, including new trees, various shrubs and grasses. As such, the proposed development would expand upon urban forestry and green infrastructure, and would comply with this measure.
Require gas outlets in residential backyards for use with outdoor cooking appliances such as gas barbeques if natural gas service is available.	The City of Morgan Hill prohibits the use of natural gas. Thus, this measure is not applicable to the proposed project.
Require the installation of electrical outlets on the exterior walls of both the front and back of residences to promote the use of electric landscape maintenance equipment.	Pursuant to California Electrical Code, Article 210.52(E), the project would be required to include at least one electrical outlet to be located in the perimeter of a balcony, deck, or porch. Consequently, the project would generally comply with the suggested measure.
Require the design of the electric outlets and/or wiring in new residential unit garages to promote electric vehicle usage.	The CBSC requires that new residential unit garages be designed with wiring sufficient to provide future installation of electric vehicle charging infrastructure. Therefore, the proposed project would be required to comply with this measure.
Require the installation of energy conserving appliances such as on-demand tank-less water heaters and whole-house fans.	The proposed project would be required to comply with the CBSC, which includes standards related to installation of energy-efficient appliances and building features such as water heaters and ventilation systems. Thus, the project would generally comply with the suggested measure.
Require each residential and commercial building equip buildings [sic] with energy efficient AC units and heating systems with programmable thermostats/timers.	The proposed project would be required to comply with the CBSC, which includes standards related to energy-efficient heating and cooling systems. Thus, the project would generally comply with the suggested measure.
Require each residential and commercial building to utilize low flow water fixtures such as low flow toilets and faucets (see CALGreen Divisions 4.3 and 5.3 as well as Appendices A4.3 and A5.3).	The proposed project would be required to comply with the residential water efficiency regulations within CALGreen. Thus, the proposed project would comply with this suggested measure.
Require the use of energy-efficient lighting for all street, parking, and area lighting.	All proposed exterior lighting would be LED type, consistent with the 2019 Building Energy Efficiency Standards. Thus, the proposed project would comply with the suggested measure.

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<b>Table 6 Project Consistency with the 2017 Scoping Plan</b>	
<b>Suggested Measure</b>	<b>Consistency Discussion</b>
<p>Require the development project to propose an off-site mitigation project which should generate carbon credits equivalent to the anticipated GHG emission reductions. This would be implemented via an approved protocol for carbon credits from California Air Pollution Control Officers Association (CAPCOA), the California Air Resources Board, or other similar entities determined acceptable by the local air district. The project may alternatively purchase carbon credits from the CAPCOA GHG Reduction Exchange Program, American Carbon Registry (ACR), Climate Action Reserve (CAR) or other similar carbon credit registry determined to be acceptable by the local air district.</p>	<p>The suggested mitigation measures included in the 2017 Scoping Plan represent options for projects to demonstrate compliance with the 2017 Scoping Plan. The inclusion of GHG off-set mitigation projects or the purchase of carbon credits is typically dependent on a project's exceedance of the previously identified quantitative GHG thresholds. Considering that the project has been shown to be generally consistent with the foregoing measures, the City, in its discretion as lead agency, has chosen not to require the project to implement an off-site mitigation project or purchase GHG reduction credits.</p>
<p><b>Source: California Air Resources Board. AB 32 Scoping Plan [Appendix B]. Accessible at: <a href="https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm">https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm</a>. Accessed April 2021.</b></p>	

As shown in Table 6, the proposed project would generally comply with the majority of the suggested measures and, thus, the proposed project would be considered generally consistent with the 2017 Scoping Plan. Because the 2017 Scoping Plan is the CARB's strategy for meeting the State's 2030 emissions goals established by SB 32, the project would be considered to comply with the goals of SB 32.

### Consistency with the Plan Bay Area 2040

The San Francisco Bay Area's Plan Bay Area 2040 has been prepared jointly by the San Francisco Bay Area MTC and the ABAG. Plan Bay Area 2040 is a regional plan intended to provide a strategy for the reduction of GHG emissions and air pollutants within the San Francisco Bay Area. The Plan Bay Area 2040 is a long-range plan that serves as a Regional Transportation Plan and Sustainable Communities Strategy (SCS). As an SCS, the Plan Bay Area 2040 is required to comply with regional targets for reducing GHG emissions through the integration of transportation and land use planning. ABAG has not provided a specified means of identifying an individual development project's compliance with the Plan Bay Area 2040. For the purposes of this analysis, the proposed project is compared to the overall goal of the Plan Bay Area 2040, which is to reduce regional GHG emissions through the reduction of transportation-related emissions.

The proposed project would include improvements to both Monterey Road, which abuts the western perimeter of the project site, as well as Tilton Avenue, which currently intersects with Monterey Road but would be extended to bisect the project site. The project site frontage along Monterey Road would be widened by approximately 20 feet and improved with a new curb, gutter, and detached five-foot sidewalk. Within the widened



portion of the road, a buffered bicycle lane would be installed along the majority of the project site's frontage. In addition, new walkways and pedestrian crossings would be provided throughout the project site and along the proposed extension of Tilton Avenue to provide continuous pedestrian connectivity. VTA Route 87 bus stop ID 60221 is located less than 0.2-mile to the east of the project site, and would provide access to several nearby grocery stores, restaurants, banks, and schools within close proximity to the project site, including Live Oak High School, the Morgan Hill Civic Center, and the Morgan Hill Caltrain station. The proposed project's pedestrian and bicycle connectivity and proximity to public transit would help to reduce the need for single-passenger vehicle trips and associated transportation-related emissions.

Furthermore, as discussed in Section XVII, Transportation, the per capita VMT for the proposed project is estimated to be below the City-wide average VMT and the threshold of significance recommended by the Governor's Office of Planning and Research (OPR). The convenient access to public transit and proximity to mixed land uses would reduce VMT and, consequently, GHG emissions associated with the proposed housing development.

Because the proposed project would not significantly contribute to an increase in regional VMT and would support infrastructure that reduces transportation-related GHG emissions, the proposed project would be considered consistent with the Plan Bay Area 2040, and would not conflict with the regional GHG reduction targets therein.

## **Conclusion**

Based on the above, project emissions would be below the BAAQMD's threshold of significance and would not be considered to conflict with the emissions reductions required by AB 32 or SB 32. In addition, the project would be generally consistent with the 2017 Scoping Plan and the Plan Bay Area 2040. As such, the proposed project would not be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; and impacts would be considered ***less than significant***.

**IX. HAZARDS AND HAZARDOUS MATERIALS.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

- a. Residential uses are not typically associated with the routine transport, use, disposal, or generation of hazardous materials. Operations would likely involve use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount utilized on the site, occasional use of such products would not represent a substantial risk to public health or the environment during project operation. Therefore, the proposed project is not anticipated to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a **less-than-significant** impact would occur.
- b. The following discussion provides an analysis of potential hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions. The analysis is primarily based on a Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Geologica Inc. (see Appendix C of this IS/MND).<sup>14</sup>

**Construction Activities**

Construction activities associated with the proposed project would involve the use of various products such as concrete, paints, and adhesives. In addition, heavy-duty

<sup>14</sup> Geologica Inc. *Phase I Environmental Site Assessment, Vacant Parcel, APN 725-01-018, Morgan Hill, California 95037*. November 9, 2017.

construction equipment would contain hydraulic fluid, diesel fuel, and other petroleum products. Small quantities of such potentially toxic substances would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials.

Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b),<sup>15</sup> the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Santa Clara County Hazardous Materials Compliance Division [SCCHMCD]) in accordance with the regulations. The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, City, or County fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the contractor is required to notify the SCCHMCD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures.

### **Existing On-Site Hazardous Conditions**

The purpose of the Phase I ESA was to review past and present land use practices and activities at and near the project site for evidence of Recognized Environmental Conditions (RECs) that could result in impacts to soil, soil vapor, surface water, and/or groundwater at, beneath, or originating from the project site. As part of the process, the Phase I ESA included review of historical documentation, aerial photography, regulatory agency files, environmental sites radius reports, and site reconnaissance. According to the American Society for Testing and Materials (ASTM), RECs are defined as “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to a release to the environment; under conditions indicative of a release to the environment or under conditions that pose a material threat of future release.”

According to the Phase I ESA, RECs were not identified during the site visit. Hazardous materials or hazardous wastes were not identified on the project site, nor was evidence of underground storage tanks (USTs) or aboveground storage tanks (ASTs). The project site and adjacent lands were occupied by orchards and/or agricultural fields dating back to at least 1939; however, agricultural use of the site may have ceased approximately more than a decade ago. Other than an irrigation well that was once located on-site, manmade structures have not been identified within the project site. Citing Santa Clara Valley Water District records, the Phase I ESA noted that the well has already been properly destroyed.

Based on the review of historical information associated with the project site and the site reconnaissance, the Phase I ESA concluded that a Phase II subsurface investigation was not warranted. In addition, the potential effects of soil contaminants from the project site's previous agricultural use on future workers and residents would be considered potential health risks confined to people associated with the project and not the surrounding physical environment. Thus, such effects are outside of the scope of CEQA.

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<sup>15</sup> Subdivision (a) does not apply to a person engaged in the transportation of a hazardous material on a highway that is subject to, and in compliance with, the requirements of Sections 2453 and 23112.5 of the Vehicle Code.

## Conclusion

Based on the above information, the project site does not include any identified RECs and project construction activities would be conducted in accordance with the applicable provisions of the California Health and Safety Codes and local County ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Therefore, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Thus, a **less-than-significant** impact would occur.

- c. The nearest school relative to the project site is Central High School, located approximately 0.15-mile to the west of the site. In addition, it should be noted that Sobrato High School is 0.28-mile to the northeast. However, as discussed above, development of the proposed project would not result in any significant hazards related to the use, transport, disposal, or upset of hazardous materials during construction, as the project contractor would be required to comply with all California Health and Safety Codes and local County ordinances regulating hazardous and toxic materials. Additionally, residential uses are not typically associated with the routine transport, use, disposal, or generation of hazardous materials. While project operations would likely involve use of common household cleaning products, fertilizers, and herbicides on-site, such products would be expected to be used in accordance with label instructions. Finally, the proposed project would be consistent with the single-family land uses generally situated between the project site and Central High School. Thus, a **less-than-significant** impact would result relating to the emission or handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- d. The project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.<sup>16</sup> Therefore, the project would not create a significant hazard to the public or the environment, and **no impact** would occur.
- e. The public airport nearest to the project site is the San Martin Airport, which is located approximately 6.3 miles southeast of the project site at 13030 Murphy Avenue. The project site is located well outside of the Airport Influence Area (AIA) identified in the South County Airport Comprehensive Land Use Plan.<sup>17</sup> In addition, the project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not result in an airport-related safety hazard for people residing or working in the project area, and **no impact** would occur.
- f. Implementation of the proposed project would not result in any substantial modifications to the City's existing roadway system. The project would not interfere with potential evacuation or response routes used by emergency response teams. In addition, the project would not conflict with the City's Emergency Operations Plan.<sup>18</sup> The proposed project is consistent with the site's current General Plan land use and zoning designations. Therefore, the project would not impair implementation of or physically interfere with an

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<sup>16</sup> California Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list>. Accessed December 2021.

<sup>17</sup> Santa Clara County. *Comprehensive Land Use Plan, Santa Clara County, South County Airport*. Amended November 16, 2016.

<sup>18</sup> City of Morgan Hill. *Emergency Operations Plan*. January 11, 2018.

adopted emergency response plan or emergency evacuation plan, and a **less-than-significant** impact would occur.

- g. Issues related to wildfire hazards are discussed in Section XX, Wildfire, of this IS/MND. As noted therein, according to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a Very High Fire Hazard Severity Zone (FHSZ).<sup>19</sup> Additionally, the City's Wildland Urban Interface map indicates that the project site is not located in a High or Very High FHSZ.<sup>20</sup> Furthermore, the project site is located in a developed area of the City, the project would be consistent with what was anticipated for the site in the City's General Plan, and the General Plan EIR concludes that compliance with applicable federal, State, and local laws and regulations would ensure impacts related to wildland fire hazards would be less than significant. There is nothing peculiar about this site that would change the conclusion of the General Plan. Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and a **less-than-significant** impact would occur.

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<sup>19</sup> California Department of Forestry and Fire Protection. *Morgan Hill: Very High Fire Hazard Severity Zones in LRA*. Available at: [https://osfm.fire.ca.gov/media/5934/morgan\\_hill.pdf](https://osfm.fire.ca.gov/media/5934/morgan_hill.pdf). Accessed December 2021.

<sup>20</sup> City of Morgan Hill. *City of Morgan Hill Wildland Urban Interface Map*. March 2009.



**X. HYDROLOGY AND WATER QUALITY.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

- a. The proposed project’s potential to result in water quality impacts during construction and operations is discussed in detail separately below.

**Construction**

Project construction activities such as grading, excavation, and trenching for site improvements would result in the disturbance of on-site soils. The exposed soils have the potential to affect water quality in two ways: 1) suspended soil particles and sediments transported through runoff; or 2) sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants should enter receiving waters in sufficient quantities. Impacts from construction-related activities would generally be short-term.

Water quality degradation is regulated by the federal NPDES Program, established by the Clean Water Act, which controls and reduces pollutants to water bodies from point and non-point discharges. In California, the NPDES permitting program is administered by the State Water Resources Control Board (SWRCB) through nine Regional Water Quality Control Boards (RWQCBs). The project site is under the jurisdiction of the San Francisco

Bay RWQCB. As discussed in Section VII, Geology and Soils, of this IS/MND, new development within the City that disturbs one or more acres of land is required to comply with the NPDES Construction General Permit and prepare a SWPPP incorporating BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The proposed project would disturb 5.83 acres, and thus, would be subject to the State NPDES General Permit conditions.

Compliance with the SWRCB NPDES General Construction Permit through preparation of a SWPPP that specifies site management activities to be implemented during site development, such as construction stormwater BMPs, erosion and sedimentation controls, dewatering, runoff controls, and construction equipment maintenance, would ensure that construction of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

### **Post-Construction Operations**

After project completion, impervious surfaces on the project site could contribute incrementally to the degradation of downstream water quality during storm events. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported through stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed and provide a more lucrative means of transport for pollutants to enter the waterways.

The Central Coast RWQCB regulates the City of Morgan Hill's stormwater discharges through an NPDES permit (State Water Resources Control Board Water Quality Order No. 2013-0001-DWQ; NPDES General Permit No. CAS000004). However, the San Francisco Bay RWQCB regulates stormwater discharges from municipalities and local agencies in the San Francisco Bay area (including the portion of the City of Morgan Hill located north of Llagas Road and Cochrane Road) under a Municipal Regional Stormwater NPDES Permit (Order No. R2-2015-0049, as amended by Order No. R2-2019-0004; NPDES Permit No. CAS612008).

Although this project site is located within the jurisdiction of the San Francisco Bay (Region 2) RWQCB, the City's Residential Development Design and Development Standards require that the project comply with the requirements of the Central Coast Region (Region 3) as documented by the *Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements* ("Stormwater Guidance Manual"). In addition, since the City's NPDES Permit was issued by the Central Coast Region (Region 3), the NPDES Permit provisions can be applied to this project. Therefore, the City has directed the project engineer to use the more stringent Low Impact Development (LID) design strategies from the Central Coast RWQCB, as needed.

As shown in the Preliminary Grading and Drainage Plan, on-site stormwater runoff from impervious surfaces would be collected by BMPs, which would provide water quality treatment and peak management at pre-project levels for both on-site and off-site runoff. The project site would feature several BMPs across four DMAs (see Figure 6). In general,

each DMA would include a series of bio-retention basins that would provide initial stormwater treatment prior to being routed to underground rain tanks for additional treatment and retention. For the area north of Tilton Avenue, runoff would be detained, as necessary, in the underground rain-tank before being metered to a bio-retention basin at the western corner of the project site (BMP-2b), where the stormwater would then be discharged to the existing ditch along the northern side of Monterey Road. The stormwater runoff on the portion of the project site south of Tilton Avenue would be treated and detained by a series of bio-retention basins and rain tanks. Treated runoff would eventually be metered to a proposed 36-inch storm drain line in Monterey Road. The 36-inch storm drain pipe would release treated stormwater flows into the existing ditch along the northern side of Monterey Road. In addition, the extended portion of Tilton Avenue would include an 18-inch storm drain, which would collect runoff from inlets and discharge the stormwater to the storm drain within Monterey Road, where it would then be released in the existing ditch. A preliminary LID analysis has been prepared for the proposed project in compliance with the Santa Clara County Urban Runoff Pollution Prevention Program C.3 Stormwater Handbook. Pursuant to the C.3 volume-based requirements, the minimum combined storage for all project DMAs is 15,532 feet; however, the proposed combined capacity is 29,069 feet (including 25,565 feet among BMP-1, -2, -2a, -2b, and -4) and 3,504 feet within BMP-1a, -1b, -3a, -4a, and -4b. Such capacity would provide adequate stormwater treatment for first-flush capture from the newly created impervious surfaces and the post-construction peak management. Using the lowest infiltration rate provided by the project soils engineer, C.3 volumes generated from each DMA would infiltrate the native soil under 48 hours.

In addition, the proposed project would be required to comply with the permanent stormwater pollution prevention measures set forth in Chapter 18.140 (Post Construction Stormwater Pollution Prevention) of the City's Municipal Code. In accordance with Chapter 18.140, the proposed project would be required to prepare a stormwater runoff management plan that shows compliance with the design standards set forth in Section 18.140.040 (Design standards and selection of best management practices), and implement BMPs to the satisfaction of the City.

The final design of the proposed drainage system would be reviewed and approved by the City of Morgan Hill Land Development Engineering Division, which would ensure that the proposed drainage system complies with all applicable regional and local standards, including those set forth in Chapter 18.140 of the Morgan Hill Municipal Code, as well as requirements pertaining to the incorporation of sufficient permanent stormwater treatment control BMPs. Therefore, water quality standards or waste discharge requirements would not be violated, and water quality would not be degraded as a result of operations of the proposed project or intersection improvement area.

### **Conclusion**

Based on the above discussions, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during operations. Therefore, a ***less-than-significant*** impact would occur.

- b,e. The City's water supplies consist entirely of groundwater. Approximately 25 percent of the City's supply is extracted from the Coyote Valley subarea of the Santa Clara Subbasin, and approximately 75 percent is extracted from the Llagas Subbasin. The project site is

located within the Santa Clara Subbasin. Neither of the aforementioned subbasins are in a condition of overdraft, and groundwater levels are not expected to decline.<sup>21</sup> It should be noted that the extent to which water supply would be available to serve the proposed project is discussed in Section XIX, Utilities and Service Systems, of this IS/MND.

According to the General Plan EIR, the SCVWD manages all groundwater basins within Santa Clara County and uses a Groundwater Recharge Program to maintain groundwater levels. The SCVWD provides about 26 percent of recharge with imported raw water and about 34 percent by way of releases from local reservoir storage. Rainfall percolation accounts for the remaining 40 percent of replenishment. Because the basins are not adjudicated, the maximum supply available to the City is its maximum capacity. The General Plan EIR evaluated the potential for development facilitated by buildout of the General Plan to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table and found that while such development could lead to an increased demand for water and groundwater pumping, water supply exceeds demand by at least 6,000 acre-feet per year (AFY). Additionally, the General Plan EIR accounted for the SCVWD's Groundwater Recharge Program and concluded that through compliance with all applicable General Plan policies and actions, a less-than-significant impact would occur. The project is consistent with the General Plan and the site's zoning district and would comply with all applicable polices, standards, and regulations set forth by the City's General Plan and Municipal Code. Therefore, the proposed project would not result in impacts beyond what were concluded in the General Plan and would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Additionally, as the exclusive groundwater management agency for Santa Clara County, the SCVWD serves as the local Groundwater Sustainability Agency (GSA), in accordance with the Sustainable Groundwater Management Act (SGMA). The SGMA requires local agencies to form GSAs, which develop and implement Groundwater Sustainability Plans to avoid undesirable results and mitigate overdraft within 20 years. The SCVWD-adopted 2016 Groundwater Management Plan (GWMP) for the Santa Clara and Llagas Subbasins describes SCVWD's groundwater sustainability goals, and the strategies, programs, and activities that support such goals. In 2019, the Department of Water Resources (DWR) approved the GWMP for both the Santa Clara and Llagas Subbasins, determining it satisfies the objectives of SGMA. According to DWR, the Santa Clara Subbasin is a medium-priority subbasin.<sup>22</sup> Recharge within the Santa Clara Subbasin generally occurs along the margins and southern portion of the subbasin where coarse-grained sediments predominate.

While the proposed project would include development of new impervious surfaces on the project site, as discussed under question 'a' above, on-site stormwater runoff from impervious surfaces would be collected by BMPs, which would provide water quality treatment and peak management at pre-project levels for both on-site and off-site runoff. Runoff collected by the project's stormwater facilities would ultimately be discharged to the existing ditch along the northern side of Monterey Road, which would allow for captured runoff to infiltrate underlying soils in a manner that would allow groundwater

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<sup>21</sup> City of Morgan Hill. *Morgan Hill 2035 Environmental Impact Report* [pg. 4.9-18]. Adopted July 2016.

<sup>22</sup> Santa Clara Valley Water District. *2016 Groundwater Management Plan, Santa Clara and Llagas Subbasins* [pg. 1-1]. November 2016.

recharge. Additionally, the proposed rain tanks would also allow for runoff to infiltrate underlying soils. As such, the proposed project would not conflict with or obstruct implementation of the GWMP.

Based on the above, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Thus, a **less-than-significant** impact would occur.

- ci-iv. Runoff collected from the project site drains to Fisher Creek, which is located to the west of Monterey Road. Currently, an underground collection system does not front the property. Sheet flow from Monterey Road pavement conveys by way of an open ditch along both sides of the roadway. The following discussion assesses potential project impacts related to erosion/siltation and flooding and drainage system capacity.

### **Erosion/Siltation**

As previously discussed under question 'a' above, the proposed project would be required to comply with the permanent stormwater pollution prevention measures set forth in Chapter 18.140 (Post Construction Stormwater Pollution Prevention) of the City's Municipal Code. As such, the project would be required to prepare a stormwater runoff management plan that shows compliance with the design standards set forth in Section 18.140.040 (Design standards and selection of best management practices), and implement BMPs to the satisfaction of the City. On-site stormwater runoff from new impervious surfaces would be collected by BMPs, which would provide water quality treatment and peak management at pre-project levels for both on-site and off-site runoff. The project site would feature several BMPs across four DMAs (see Figure 6). In general, each DMA would include a series of bio-retention basins that would provide initial stormwater treatment prior to being routed to underground rain tanks for additional treatment and retention. Following treatment, flows would be metered and released into the existing ditch along the northern side of Monterey Road.

Based on the above, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on- or off-site. Thus, a less-than-significant impact would occur.

### **Flooding and Drainage System Capacity**

A Hydraulic Analysis Memorandum was prepared for the proposed project by Akel Engineering Group, Inc. to assess the extent to which the project's alteration of the existing drainage pattern of the project site and surrounding areas could result in potential runoff impacts (see Appendix D of this IS/MND).<sup>23</sup> The applicable threshold for evaluating the proposed project's effects on localized flooding is derived from the City of Morgan Hill Storm Drainage System Master Plan.<sup>24</sup> Table 3.4 of the Storm Drainage System Master Plan establishes a one-foot depth flooding threshold for streets. Therefore, a significant impact would occur if post-construction runoff depths were to exceed one foot along Monterey Road.

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<sup>23</sup> Akel Engineering Group, Inc. *Manzanita Park Two-Dimensional (Grid Size: 5 ft by 5 ft) Hydraulic Analysis Memorandum*. December 17, 2021.

<sup>24</sup> City of Morgan Hill. *2018 Storm Drainage System Master Plan*. September 2018.



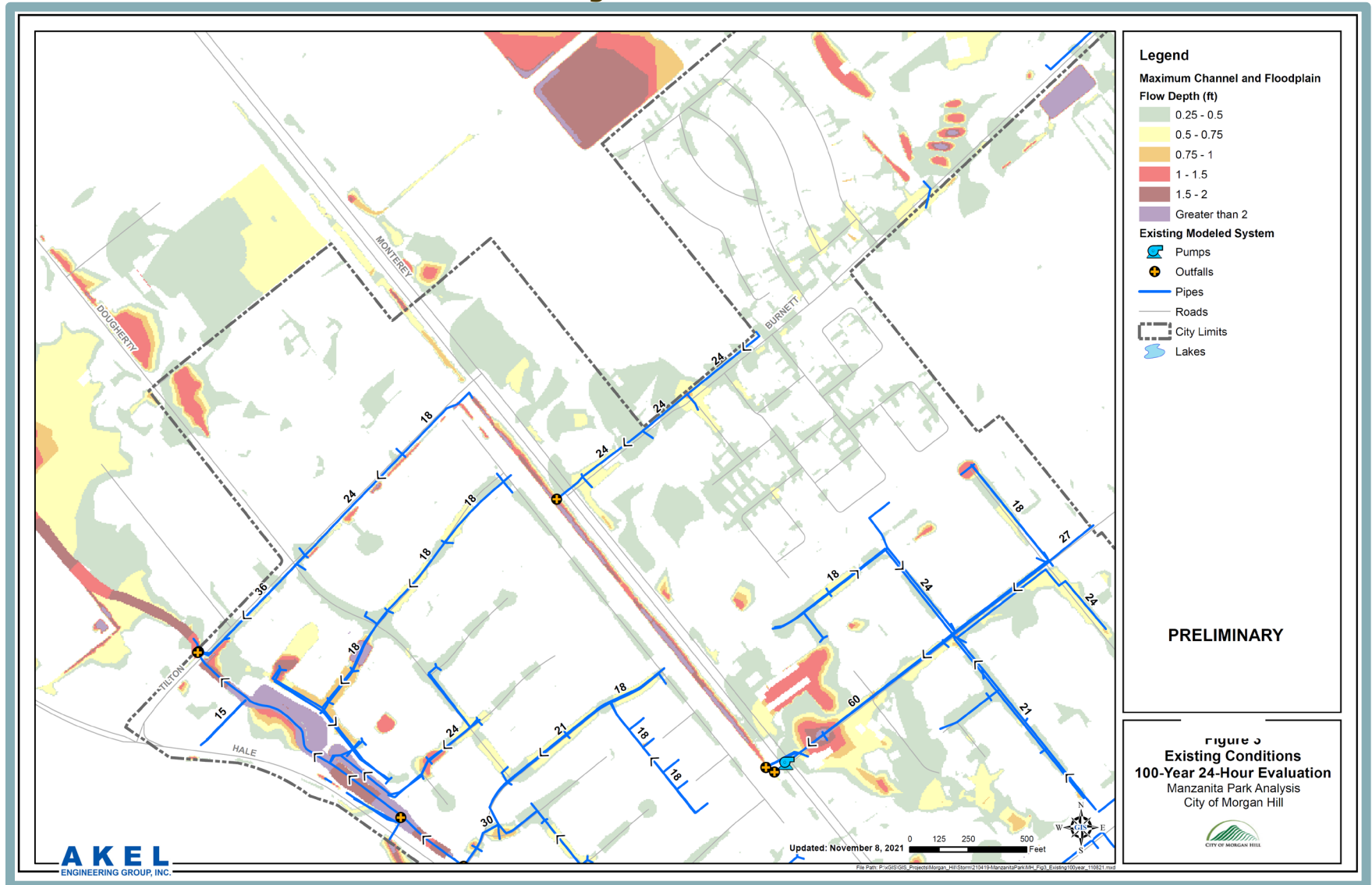
To ascertain the extent to which the proposed project would result in a potential impact, the FLO-2D model and a five-foot-by-five-foot grid was used as part of the Hydraulic Analysis Memorandum. With respect to the model, FLO-2D is a comprehensive two-dimensional floodplain simulation model that has been approved by the Federal Emergency Management Agency (FEMA) for flood study use. The model utilizes user-defined cells to store hydrologic information such as elevation, overland roughness, channels, building footprints, and streets. The model additionally incorporates existing gravity stormwater conveyance facilities within the City limits, as well as overland flow characteristics based on land cover types. The two-dimensional hydraulic model was developed based on one-foot contour elevation data prepared by SCVWD. With respect to the grid size, the five-foot-by-five-foot grid allows for taking full advantage of existing topography, which provides realistic results.

Under Existing conditions, stormwater from impervious surfaces along Burnett Avenue is diverted towards the project site, where runoff flows collect and settle on the project site. Flows during the simulated 100-year, 24-hour flood event are shown in Figure 9 for existing conditions. Based on the FLO-2D model of such conditions, the maximum observed flood depths ranged between 0.25-feet and 0.75-feet on the currently undeveloped project site. Maximum flood depths of 0.3-feet were modeled along the centerline of Monterey Road, while the maximum flood depths may reach up to 0.5-feet along the edges of the roadway.

Following project construction, floodwaters that previously collected on-site from off-site areas to the south would be routed through the project site by way of the newly constructed drainage infrastructure along the Tilton Avenue extension. Runoff would then be discharged into the ditch along Monterey Road. The maximum depths observed during the 100-year, 24-hour flood simulations under Existing Plus Project conditions are shown in Figure 10. The Existing Plus Project conditions incorporated the project site's proposed finished grade surface elevations and additional storm drain inlets that would be constructed as part of the project. Based on such a scenario, the FLO-2D model indicated that the maximum flood depths along the Monterey Road and the proposed Tilton Avenue extension would range between 0.25-feet and 0.90-feet. The results demonstrate that the proposed inlets along the easterly boundary of the project site would effectively convey pass-through stormwater from the eastern side of the site during the 100-year, 24-hour flood event and that the proposed project would not exceed the one-foot depth flooding threshold established by the City's Storm Drainage System Master Plan.

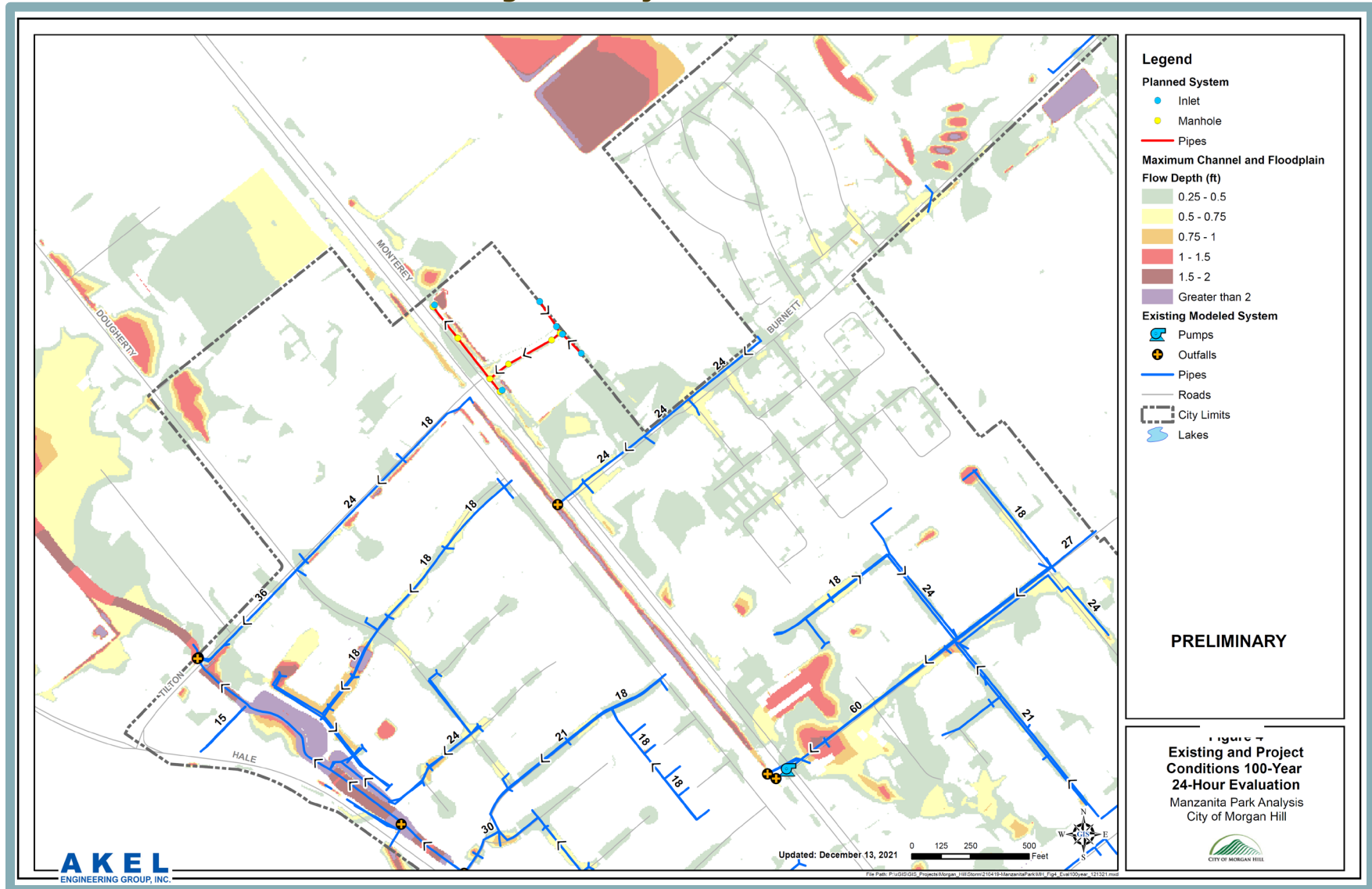
In addition, as previously discussed, on-site stormwater runoff from impervious surfaces would be collected by BMPs, which would provide water quality treatment and peak management at pre-project levels for both on-site and off-site runoff. As part of the BMPs incorporated in the project stormwater facilities, flows would be metered such that stormwater discharges to the existing ditch along the northern side of Monterey Road would not occur all at once. The design, construction, operation, and maintenance of the proposed stormwater system would be confirmed in a final stormwater runoff management plan, which would be submitted to the City of Morgan Hill, in accordance with the stormwater management requirements set forth in the City's Municipal Code. The final design of the proposed drainage system would be reviewed and approved by the City of Morgan Hill Land Development Engineering Division, which would ensure that the proposed drainage system complies with all applicable regional and local standards and requirements.

**Figure 9**  
**Existing Runoff Conditions**



**Figure 9**  
**Existing Conditions**  
**100-Year 24-Hour Evaluation**  
Manzanita Park Analysis  
City of Morgan Hill

**Figure 10**  
**Existing Plus Project Runoff Conditions**



## Conclusion

Based on the above, the proposed project under post-construction conditions would not result in flooding depths along Monterey Road in excess of the one-foot depth flooding threshold established by the City's Storm Drainage System Master Plan.

Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area in a manner that would (1) result in substantial erosion or siltation on- or off-site; (2) substantially increase the rate of runoff in a manner that would result in flooding on- or off-site; (3) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff; or (4) impede or redirect flood flows. Thus, a **less-than-significant** impact would occur.

- d. Furthermore, according to FEMA Flood Insurance Rate Map (FIRM) number 06085C0443H, the project site is located within Zone X, which is not designated as a Special Flood Hazard Zone (SFHA).<sup>25</sup> The project site is located within the 500-year floodplain.

A seiche is defined as a wave generated by rapid displacement of water within a reservoir or lake, due to an earthquake that triggers land movement within the water body or land sliding into or beneath the water body. The project site is not located near a water body that is susceptible to seiche hazard. The nearest closed body of water is Anderson Lake, located approximately 2.6 miles to the northeast of the site. In addition, the distance to the nearest coastline does not subject the site to tsunami hazards.

The dams in Santa Clara County are managed by the SCVWD. The dams are inspected twice each year and are continuously monitored for seepage and settling and inspected immediately following significant earthquakes. A seismic stability evaluation performed in 2007 for Anderson Dam indicated that the downstream and upstream embankments could become unstable during a very large magnitude earthquake and the rupture of faults underlying the dam may have adverse impact on the outlet pipes and intake structure. The SCVWD has initiated a capital project, the Anderson Dam Seismic Retrofit Project (ADSRP), to complete the planning, design, and construction of the seismic retrofit of the dam. Construction work for the ADSRP is planned to start in 2021.<sup>26</sup>

Until recently, in order to protect the public from potential effects until the ADSRP is complete, a storage restriction of approximately 45 feet below the dam crest has been put in place, with a reduced storage capacity of 61,810 acre-feet. The SCVWD and regulatory agencies (California Division of Safety of Dams and the Federal Energy Regulatory Commission) have approved the restriction and believe that the restriction would be sufficient to prevent the uncontrolled release of water in case of dam failure after a major earthquake. As of December 2020, Anderson Reservoir, the largest reservoir in Santa Clara County, has been completely drained under the direction of federal dam regulators.

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<sup>25</sup> Federal Emergency Management Agency. *FEMA Flood Map Service Center Flood Map 06085C0443H*. Available at: <https://www.fema.gov/flood-maps>. Accessed December 2021.

<sup>26</sup> Santa Clara Valley Water District. *C1: Anderson Dam Seismic Retrofit*. Available at: <https://www.valleywater.org/anderson-dam-project>. Updated November 2018.

Based on the above, the proposed project would not be exposed to substantial risks related to flooding as a result of the failure of a dam, tsunamis, or seiches. Therefore, a ***less-than-significant*** impact would occur.



**XI. LAND USE AND PLANNING.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

- a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use. The proposed project would be consistent with the existing residential land uses to the northeast, southeast, and southwest of the project site. In addition, the proposed project would include a bicycle lane along Monterey Road and sidewalk improvements along the project frontage to increase pedestrian connectivity in the project area. Therefore, the proposed project would be a continuation of the surrounding development and would not isolate an existing land use. As such, the proposed project would not physically divide an established community, and a **less-than-significant** impact would occur.
  
- b. The proposed project would be generally consistent with Municipal Code standards and General Plan policies, as well as other applicable policies and regulations adopted for the purpose of avoiding or mitigating environmental effects. For example, with implementation of Mitigation Measures IV-1(a) and (b) and IV-2, the project would not conflict with any applicable policies, regulations, or ordinances related to the protection of biological resources. As discussed under Section XIII, Noise, of this IS/MND, the proposed project would comply with the noise level thresholds established in the City’s General Plan and Municipal Code during construction and operation with implementation of Mitigation Measures XIII-1.

Thus, the proposed project would be consistent with the General Plan and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a **less-than-significant** impact would occur.

**XII. MINERAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>

**Discussion**

a,b. The City’s General Plan does not identify any regionally or locally important mineral resources within the City of Morgan Hill. The Santa Clara County General Plan does identify mineral resources of importance; however, the project site is not in proximity to the quarries currently in operation. Consequently, the proposed project would not result in the loss of a known mineral resource that would be of value to the region nor would the project result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, ***no impact*** to mineral resources would occur as a result of the proposed project.

**XIII. NOISE.**

*Would the project result in:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

- a. The following is a discussion of the existing noise environment of the project site and surrounding vicinity, as well as an evaluation of the proposed project’s construction and operational noise and vibration levels. The discussion is based on an Environmental Noise & Vibration Assessment (Noise Report) prepared for the proposed project by Bollard Acoustical Consultants, Inc. (BAC) (see Appendix E of this IS/MND).<sup>27</sup>

It should be noted that impacts of the environment on a project (as opposed to impacts of a project on the environment) are beyond the scope of required CEQA review. “[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project.” (*Ballona Wetlands Land Trust v. City of Los Angeles*, [2011] 201 Cal.App.4th 455, 473 [*Ballona*]). The California Supreme Court recently held that “CEQA does not generally require an agency to consider the effects of existing environmental conditions on a proposed project’s future users or residents. What CEQA does mandate... is an analysis of how a project might exacerbate existing environmental hazards.” (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* [2015] 62 Cal.4th 369, 392; see also *Mission Bay Alliance v. Office of Community Investment & Infrastructure* [2016] 6 Cal.App.5th 160, 197 [“identifying the effects on the project and its users of locating the project in a particular environmental setting is neither consistent with CEQA’s legislative purpose nor required by the CEQA statutes”], quoting *Ballona, supra*, 201 Cal.App.4th at p. 474). Therefore, for the purposes of this IS/MND, the relevant inquiry is not whether the proposed project’s future residents would be exposed to pre-existing environmental noise-related hazards, but instead whether project-generated noise would exacerbate the pre-existing conditions.

The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this section will be A-weighted unless otherwise noted;

<sup>27</sup> Bollard Acoustical Consultants, Inc. *Environmental Noise & Vibration Assessment: Manzanita Park Subdivision, Morgan Hill, California*. June 10, 2021.

- Day-Night Average Level (DNL or  $L_{dn}$ ): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours;
- Average or Equivalent Sound Level ( $L_{eq}$ ):  $L_{eq}$  is the average sound level over the period of measurement;
- Sound Exposure Level (SEL): SEL is an  $L_{eq}$  that is normalized to one second. SEL captures both the level and duration of a sound event in a single numerical quantity, which provides a uniform way to make comparisons among noise events of various durations; and
- Maximum Sound Level ( $L_{max}$ ):  $L_{max}$  represents the highest noise level measured.

### **Existing Sensitive Receptors and Noise Environment**

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to such activities. The noise-sensitive land uses that would potentially be affected by the project consist of residential uses (see Figure 11). Specifically, single-family residential land uses are located to the west of the project site, across Monterey Road. Existing commercial uses are located to the south of the site. However, commercial uses are typically not considered to be noise-sensitive, but rather noise-generating.

The existing ambient noise environment within the project area is defined primarily by noise from traffic on Monterey Road, intermittent railroad operations on the adjacent UPRR track, and to a lesser extent, activities at nearby commercial uses. To generally quantify the existing ambient noise environment within the project area, BAC conducted long-term (48-hour) ambient noise level measurements from April 14-15, 2021. The noise survey location is shown on Figure 11, identified as site LT-1. The ambient noise level survey results are summarized below in Table 7. The data indicate that measured day-night average and average hourly noise levels were consistent throughout the monitoring period. Long-term measurement site LT-1 was selected to be representative of the existing Monterey Road traffic and UPRR railroad noise level environment at the project site. In addition, the detailed results of the ambient noise survey are contained in Appendix E in tabular format and graphically in Appendix F of the Noise Report.

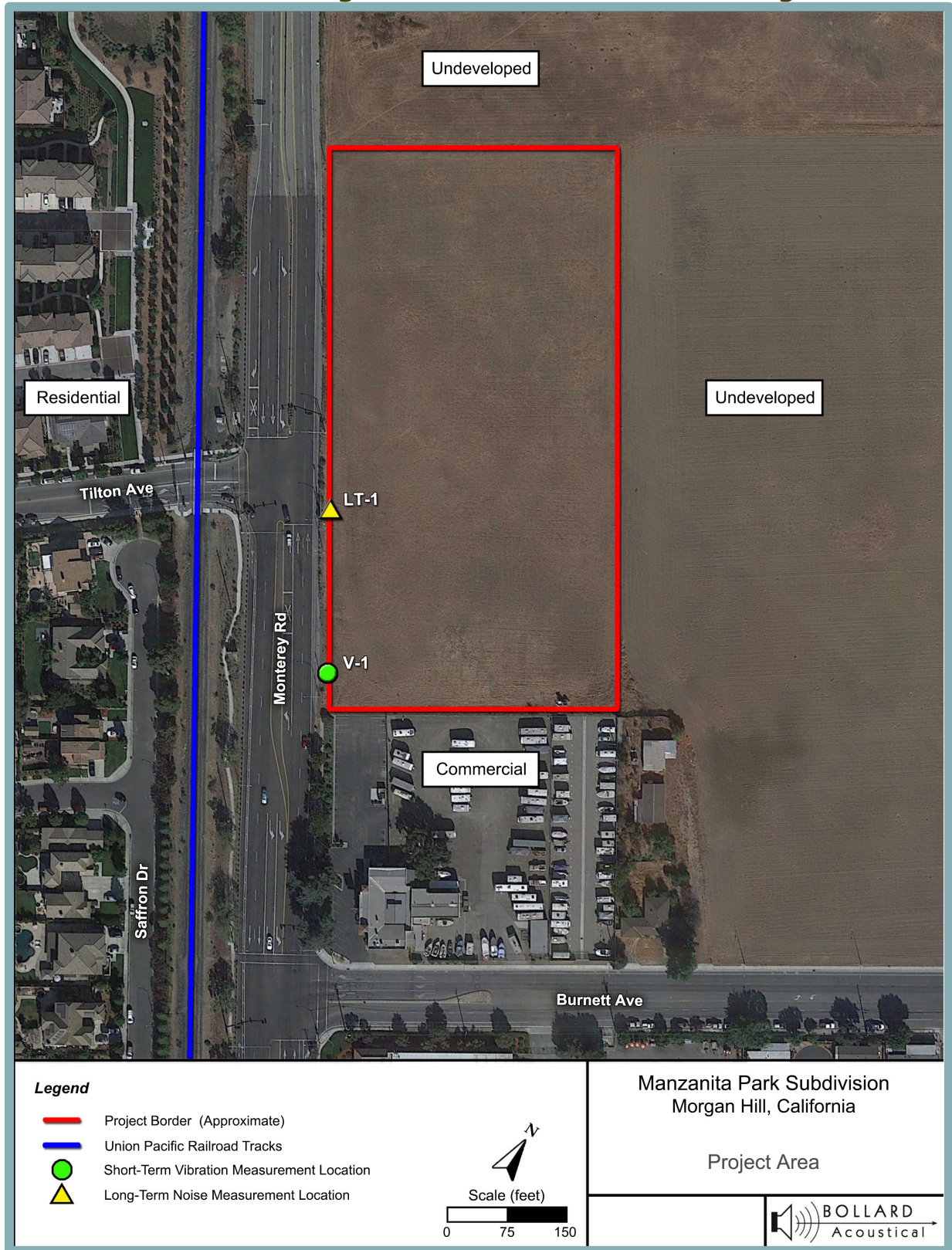
<b>Table 7 Summary of Long-Term Noise Survey Measurement Results – April 14-15, 2021<sup>1</sup></b>						
<b>Site Description<sup>2</sup></b>	<b>Date</b>	<b>DNL</b>	<b>Average Measured Hourly Noise Levels (dBA)<sup>3</sup></b>			
			<b>Daytime<sup>4</sup></b>		<b>Nighttime<sup>5</sup></b>	
			<b><math>L_{eq}</math></b>	<b><math>L_{max}</math></b>	<b><math>L_{eq}</math></b>	<b><math>L_{max}</math></b>
LT-1	4/14/21	72	68 (64-73)	90 (80-102)	65 (54-69)	88 (77-99)
LT-1	4/15/21	72	69 (66-74)	94 (83-101)	65 (55-69)	88 (78-99)

<sup>1</sup> Detailed summaries of the noise monitoring results are provided in Appendices E and F of the Noise Report.  
<sup>2</sup> Long-term noise survey location is shown in Figure 11.  
<sup>3</sup> Data presented in terms of: Average (Low-High)  
<sup>4</sup> Daytime hours: 7:00 AM to 10:00 PM.  
<sup>5</sup> Nighttime hours: 10:00 PM to 7:00 AM.

**Source: Bollard Acoustical Consultants, Inc. (2021)**



**Figure 11**  
**Manzanita Park Existing Noise and Vibration Monitoring Locations**





The Federal Highway Administration (FHWA) Traffic Noise Model (FHWA-RD-77-108) was used to develop existing noise contours expressed in terms of DNL for major roadways within the project study area. The FHWA model predicts hourly  $L_{eq}$  values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from  $L_{eq}$  values.

Traffic data in the form of AM and PM peak hour movements for existing (2020) conditions was obtained and average daily traffic volumes were conservatively estimated by applying a factor of five to the sum of AM and PM peak hour conditions. Using the data and FHWA Model, traffic noise levels at 100 feet from the roadway centerline and distances from the centerlines of selected roadways were determined at the 60 dB, 65 dB, and 70 dB DNL contours, as summarized in Table 8.

<b>Table 8 Existing (2020) Traffic Noise Modeling Results</b>						
<b>Seg.</b>	<b>Intersection</b>	<b>Direction</b>	<b>DNL 100 Feet from Roadway</b>	<b>Distance to Contour (feet)</b>		
				<b>70 dB DNL</b>	<b>65 dB DNL</b>	<b>60 dB DNL</b>
1	Monterey Rd/Tilton Ave	North	69	85	183	395
2	Monterey Rd/Tilton Ave	South	68	74	158	341
3	Monterey Rd/Tilton Ave	East	--	--	--	--
4	Monterey Rd/Tilton Ave	West	59	18	38	82

Note: Blank cell = no traffic data was provided

**Source: FHWA-RD-77-108 with inputs from Higgins Traffic Engineer. Appendix C contains FHWA Model inputs.**

### **City of Morgan Hill Noise Standards and Criteria**

Chapter 9, Safety, Service, and Infrastructure, of the City’s General Plan contains the following policies that would be applicable to the proposed project:

SSI-8.1 Exterior Noise Level Standards. Require new development projects to be designed and constructed to meet acceptable exterior noise level standards (see Table SSI-1 [of the General Plan]), as follows:

- Apply a maximum exterior noise level of 60 dBA  $L_{dn}$  in residential areas where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing an  $L_{dn}$  of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, an  $L_{dn}$  of 65 dBA may be permitted.
- Indoor noise levels should not exceed an  $L_{dn}$  of 45 dBA in new residential housing units.
- Noise levels in new residential development exposed to an exterior  $L_{dn}$  60 dBA or greater should be limited to a maximum instantaneous noise level (e.g., trucks on busy streets, train warning whistles) in bedrooms of 50 dBA. Maximum instantaneous noise levels in all other habitable rooms should not exceed 55 dBA. The maximum outdoor noise level for new residences near the railroad shall be 70 dBA  $L_{dn}$ , recognizing that train noise is characterized by relatively few loud events.

- SSI-8.2 Impact Evaluation. The impact of a proposed development project on existing land uses should be evaluated in terms of the potential for adverse community response based on significant increase in existing noise levels, regardless of compatibility guidelines.
  
- SSI-8.5 Traffic Noise Level Standards. Consider noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is 5 dBA  $L_{dn}$  or greater, with a future noise level of less than 60 dBA  $L_{dn}$ , or b) the noise level increase is 3 dBA  $L_{dn}$  or greater, with a future noise level of 60 dBA  $L_{dn}$  or greater.
  
- SSI-8.6 Stationary Noise Level Standards. Consider noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels.
  
- SSI-8.7 Other Noise Sources. Consider noise levels produced by other noise sources (such as ballfields) significant if an acoustical study demonstrates they would substantially exceed ambient noise levels.
  
- SSI-8.9 Site Planning and Design. Require attention to site planning and design techniques other than sound walls to reduce noise impacts, including: a) installing earth berms, b) increasing the distance between the noise source and the receiver, c) using non-sensitive structures such as parking lots, utility areas, and garages to shield noise-sensitive areas, d) orienting buildings to shield outdoor spaces from the noise source, and e) minimizing the noise at its source.

In addition to the policies listed above, Section 18.76.090 (Noise) of the City’s Municipal Code contains maximum noise levels for non-transportation noise sources. The City’s quantitative exterior noise standards are reproduced below in Table 9. According to City staff, such standards are interpreted as being hourly average noise level standards ( $L_{eq}$ ).

<b>Table 9</b>	
<b>Noise Level Performance Standards</b>	
<b>Receiving Land Use</b>	<b>Maximum Noise Level at Lot Line of Receiving Use (dBA)</b>
Industrial and Wholesale	70
Commercial	65
Residential or Public/Quasi Public	60
Notes: <ul style="list-style-type: none"> <li>The planning commission may allow an additional 5 dBA noise level at the lot line if the maximum noise level shown above cannot be achieved with reasonable and feasible mitigation.</li> <li>Noise standards shown above do not apply to noise generated by vehicle traffic in the public ROW or from temporary construction, demolition, and vehicles that enter or leave the site of the noise-generating use (e.g., construction equipment, trains, trucks).</li> </ul>	
<b>Source: City of Morgan Hill Municipal Code.</b>	

Pursuant to Section 8.28.040.D of the Morgan Hill Municipal Code, construction activities are only permitted between the hours of 7:00 AM and 8:00 PM, Monday through Friday and between the hours of 9:00 AM to 6:00 PM on Saturday. Construction activities may not occur on Sundays or federal holidays.

### Federal Interagency Committee on Noise Criteria

As discussed above, General Plan Policy SSI-8.5 requires the consideration of noise level increases resulting from traffic associated with new projects. Consistent with Policy SSI-8.5, the Federal Interagency Committee on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 10 were developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases.

<b>Ambient Noise Level Without Project (DNL or CNEL)</b>	<b>Change in Ambient Noise Level Due to Project</b>
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

*Source: Bollard Acoustical Consultants, Inc., 2021.*

The FICON standards have been used extensively in recent years in the preparation of noise sections of EIRs that have been certified by lead agencies in California. The use of FICON standards is considered conservative, relative to thresholds used by other agencies in the State. For example, the Caltrans requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between five to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for the proposed project.

### Thresholds of Significance

Compliance with the applicable noise level standards established in the Morgan Hill General Plan and Municipal Code is required. For increases in off-site traffic noise, General Plan Policy SSI-8.5 considers noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is five dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) the noise level increase is 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater.

Existing residential and commercial land uses are located to the west and south of the project area, respectively. For noise generated by on-site activities, the Municipal Code establishes exterior noise level limits of 60 and 65 dB  $L_{eq}$  for residential and commercial land uses (see Table 9). In addition, General Plan Policy SSI-8.6 considers noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels. The primary on-site noise sources of the proposed project have been identified as the playing court (basketball) and playground (tot lot) areas (see Figure 3). Because it is reasonably assumed that activities within the foregoing outdoor areas would take place during daytime hours only (7:00 AM to 10:00 PM), the daytime ambient noise level data presented in Table 7 would serve as the baseline ambient noise level environment in the project vicinity. The General Plan, however, does not provide guidelines for determining a substantial noise increase relative to ambient conditions. As a result, for noise generated by on-site activities and the determination of a substantial noise increase relative to ambient conditions, the FICON criteria presented in Table 10 was used.

According to the FICON criteria, a five dB increase in noise levels due to a project is required for a finding of a significant noise impact where ambient day-night average noise levels without the project are less than 60 dB DNL. Where pre-project ambient conditions are between 60 and 65 dB DNL, a three dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance. As indicated in Table 7, the measured day-night average noise level within the project vicinity was 72 dB DNL during the 48-hour monitoring period. Thus, a 1.5 dB increase in noise levels due to on-site project activities is required for a finding of a significant impact.

**Existing Plus Project Noise Levels**

Based on traffic data in the form of AM and PM peak hour movements for Existing and Existing Plus Project conditions and average daily traffic (ADT) volumes conservatively estimated by applying a factor of five to the sum of AM and PM peak hour conditions, the Noise Report determined the Existing and Existing Plus Project traffic noise levels on the local roadway network, which are shown in Table 11. The data are provided in terms of DNL at a standard distance of 100 feet from the centerlines of the project area roadways.

<b>Table 11 Traffic Noise Modeling Results and Project Traffic Noise Increases Existing Versus Existing Plus Project Conditions</b>						
Seg.	Intersection	Direction	Traffic Noise Level at 100 feet (dB)			Substantial Increase?
			E	E+P	Increase	
1	Monterey Rd/Tilton Ave	North	69.0	69.0	0.0	No
2	Monterey Rd/Tilton Ave	South	68.0	68.0	0.0	No
3	Monterey Rd/Tilton Ave	East	N/A	45.7	45.7	Yes
4	Monterey Rd/Tilton Ave	West	58.7	58.8	0.1	No

Note: N/A = Roadway segment that would not exist without project.

**Source: FHWA-RD-77-108 with inputs from Higgins and Hexagon, 2021.**

As indicated in the table, the proposed project’s contribution to traffic noise level increases is predicted to exceed applicable General Plan Policy SSI-8.5 increase significance criteria along one roadway segment (Segment 3). However, Segment 3 is the future extension of Tilton Avenue that would extend into the project site. Existing noise-sensitive uses were not identified along this roadway segment within the project area. Thus, the noise level increase along this future segment would only be experienced by future project residents. As a result, noise level increases along the Tilton Avenue extension are not related to the project’s effects on the surrounding environment. Additionally, the noise level increase resulting from the proposed project along Segment 3 would not exceed the applicable 60 dB standard set forth in General Plan Policy SSI-8.1.

Based on the analysis presented above, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Existing versus Existing Plus Project conditions) would be less than significant.

### Cumulative Plus Project Noise Levels With Madone Parkway Extension

Based on traffic data in the form of AM and PM peak hour movements for Cumulative (General Plan buildout without the proposed project) and Cumulative Plus Project conditions, and ADT volumes conservatively estimated by applying a factor of five to the sum of AM and PM peak hour conditions, the Noise Report determined the Cumulative and Cumulative Plus Project traffic noise levels on the local roadway network, which are shown in Table 12. The data are provided in terms of DNL at a standard distance of 100 feet from the centerlines of the project area roadways. Cumulative noise levels are assessed under scenarios that both include and omit the extension of Madrone Parkway.<sup>28</sup>

<b>Table 12 Traffic Noise Modeling Results and Project Traffic Noise Increases Cumulative (with Madrone Extension) Versus Cumulative Plus Project Conditions</b>						
<b>Seg.</b>	<b>Intersection</b>	<b>Direction</b>	<b>Traffic Noise Level at 100 feet (dB)</b>			<b>Substantial Increase?</b>
			<b>C</b>	<b>C+P</b>	<b>Increase</b>	
1	Monterey Rd/Tilton Ave	North	70.9	70.9	0.0	No
2	Monterey Rd/Tilton Ave	South	69.9	69.6	-0.3	No
3	Monterey Rd/Tilton Ave	East	N/A	53.5	53.5	Yes
4	Monterey Rd/Tilton Ave	West	54.6	54.7	0.1	No

Note: N/A = Roadway segment that would not exist without project.

**Source: FHWA-RD-77-108 with inputs from Higgins and Hexagon, 2021.**

The data indicate that the proposed project’s contribution to cumulative traffic noise level increases is predicted to exceed applicable General Plan Policy SSI-8.5 increase significance criteria along one roadway segment (Segment 3). However, as discussed above, Segment 3 is the future Tilton Avenue extension. Existing noise-sensitive uses were not identified along this roadway segment within the project area, and noise level increases along the segment are not related to the project’s effects on the surrounding environment. Additionally, the noise level increase along Segment 3 would not exceed the applicable 60 dB standard set forth in General Plan Policy SSI-8.1.

Based on the analysis presented above, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project under Cumulative Plus Project conditions, with the Madrone Parkway extension, would be less than significant.

<sup>28</sup> The *Morgan Hill 2035 DEIR* forecasts that the traffic volumes on Tilton Avenue at General Plan Buildout will decrease by approximately 62 percent from 2015 levels due to the Madrone Parkway extension. This is proposed in the City of Morgan Hill General Plan that would extend Madrone Parkway westward from Monterey Road to Hale Avenue. This extension would create a new and more direct connection between those two streets than Tilton Avenue. However, the westward extension of Madrone Parkway would require the crossing of the Union Pacific rail line. It is uncertain if Union Pacific would allow an at-grade crossing at this location and the feasibility of a grade separated crossing is also unclear. These two factors may substantially delay or preclude implementation of the extension. Without the Madrone Parkway extension, traffic volumes on Tilton Avenue would substantially increase over the General Plan Buildout forecasts that assume the extension. Therefore, it is also important to also analyze operations at the Monterey Road / Tilton Avenue intersection without the Madrone Parkway extension as a worst-case condition.



### Cumulative Plus Project Noise Levels Without Madrone Parkway Extension

Table 13 provides traffic noise modeling results for Cumulative Plus Project conditions without the extension of Madrone Parkway.

<b>Table 13 Traffic Noise Modeling Results and Project Traffic Noise Increases Cumulative (without Madrone Extension) Versus Cumulative Plus Project Conditions</b>						
Seg.	Intersection	Direction	Traffic Noise Level at 100 feet (dB)			Substantial Increase?
			C	C+P	Increase	
1	Monterey Rd/Tilton Ave	North	70.9	70.9	0.0	No
2	Monterey Rd/Tilton Ave	South	69.9	69.7	-0.2	No
3	Monterey Rd/Tilton Ave	East	N/A	53.5	53.5	Yes
4	Monterey Rd/Tilton Ave	West	54.6	59.1	4.5	No

Note: N/A = Roadway segment that would not exist without project.

**Source: FHWA-RD-77-108 with inputs from Higgins and Hexagon, 2021.**

As shown above, the proposed project’s contribution to cumulative traffic noise level increases is predicted to exceed applicable General Plan Policy SSI-8.5 increase significance criteria along one roadway segment (Segment 3). However, as discussed above, Segment 3 is the future Tilton Avenue extension. Existing noise-sensitive uses were not identified along this roadway segment within the project area, and noise level increases along the segment are not related to the project’s effects on the surrounding environment. Additionally, the noise level increase along Segment 3 would not exceed the applicable 60 dB standard set forth in General Plan Policy SSI-8.1.

Based on the analysis presented above, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project under Cumulative Plus Project conditions, without the Madrone Parkway extension, would be less than significant.

### Playing Court Noise at Nearest Existing Off-Site Land Uses

The primary noise sources associated with activities within the project area have been identified as the proposed outdoor playing court and playgrounds. As shown in Figure 3, the playing court would be located in the northernmost corner of the project site. The primary noise source associated with outdoor playing court use is participant shouting. BAC file data indicate that average and maximum noise levels of similar sized outdoor playing courts are approximately 55 dB  $L_{eq}$  and 75 dB  $L_{max}$  at a distance of 50 feet from the focal point of the court area. Based on the above-mentioned reference noise levels, and assuming standard spherical spreading loss (-6 dB per doubling of distance), playing court noise exposure at the nearest existing off-site residential and commercial uses was calculated and the results of the calculations are presented in Table 14.

For noise generated by on-site activities, the Morgan Hill Municipal Code establishes exterior noise level standards of 60 and 65 dB  $L_{eq}$  for residential and commercial land uses, respectively. The Municipal Code noise level limits are to be assessed at the property lines of receiving uses. The Table 14 data indicate that project playing court noise

levels are predicted to satisfy the applicable Morgan Hill Municipal Code exterior noise level standards at the nearest existing residential and commercial land uses.

<b>Table 14 Predicted Playing Court Noise Levels at Nearest Existing Off-Site Land Uses</b>			
Receiver <sup>1</sup>	Distance from Playing Court (ft) <sup>2</sup>	Predicted Exterior Noise Levels (dB)	
		Leq	Lmax
Residential – West	550	34	54
Commercial – South	650	33	53
<sup>1</sup> Existing land use locations are identified on Figure 11. <sup>2</sup> Distances scaled from center of playing court to receiver property lines using provided site plans.			
<b>Source: Bollard Acoustical Consultants, Inc., 2021.</b>			

The increase in ambient noise levels resulting from project playing court activities is calculated to be less than 0.01 dB Leq/Lmax, which would not exceed the 1.5 dB threshold.

Because noise exposure from project playing court activities is predicted to satisfy applicable Morgan Hill Municipal Code noise level standards at the nearest existing off-site land uses, and because noise level exposure from playing court activities is not expected to significantly increase ambient noise levels at the foregoing land uses, the impact related to project playing court noise would be less than significant.

### **Playground Noise at Nearest Existing Off-Site Land Uses**

As shown in Figure 3, the project playground uses would be located to the north and south of the proposed Tilton Avenue extension between the proposed buildings. BAC used noise level data collected at various outdoor play areas in recent years to assess the potential project playground noise impacts. The primary noise source associated with play area use is shouting children. BAC file data indicate that average and maximum noise levels of similar sized outdoor play areas range from approximately 50 to 55 dB Leq and 75 dB Lmax at a distance of 50 feet from the focal point of the playground area. Based on reference noise levels of 55 dB Leq and 75 dB Lmax at 50 feet, and assuming standard spherical spreading loss (-6 dB per doubling of distance), playground noise exposure at the nearest existing off-site residential and commercial uses was calculated. The results are presented in Table 15.

<b>Table 15 Predicted Playground Noise Levels at Nearest Existing Off-Site Land Uses</b>			
Receiver <sup>1</sup>	Distance from Playing Court (ft) <sup>2</sup>	Predicted Exterior Noise Levels (dB)	
		Leq	Lmax
Residential – West	300	39	59
Commercial – South	30	59	79
<sup>1</sup> Existing land use locations are identified on Figure 11. <sup>2</sup> Distances scaled from center of playground to receiver property lines using provided site plans.			
<b>Source: Bollard Acoustical Consultants, Inc., 2021.</b>			

For noise generated by on-site activities, the Morgan Hill Municipal Code establishes exterior noise level standards of 60 and 65 dB Leq for residential and commercial land

uses, respectively. The Municipal Code noise level limits are to be assessed at the property lines of receiving uses. As indicated in Table 15, project playground noise levels are predicted to satisfy the applicable Morgan Hill Municipal Code exterior noise level standards at the nearest existing residential and commercial land uses.

The increase in ambient noise levels resulting from project playground activities is calculated to range from 0.0 to 0.4 dB  $L_{eq}$  and 0.0 to 0.2 dB  $L_{max}$ , which would not exceed the 1.5 dB threshold. Because noise exposure from project playground activities is predicted to satisfy applicable Morgan Hill Municipal Code noise level standards at the nearest existing off-site land uses, and because noise level exposure from playground activities is not expected to significantly increase ambient noise levels at those land uses, the impact would be less than significant.

### **Cumulative Noise Levels from On-Site Sources at Nearest Existing Off-Site Land Uses**

The projected cumulative (combined) noise level exposure from on-site noise sources at the nearest existing off-site land uses to the west and south of the project site is presented in Table 12. It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

<b>Table 16 Predicted Cumulative Project Noise Levels at Nearest Existing Off-Site Land Uses</b>						
<b>Receiver</b>	<b>Predicted Exterior Noise Levels (dB)<sup>1</sup></b>					
	<b>Playing Court</b>		<b>Playground</b>		<b>Cumulative</b>	
	<b><math>L_{eq}</math></b>	<b><math>L_{max}</math></b>	<b><math>L_{eq}</math></b>	<b><math>L_{max}</math></b>	<b><math>L_{eq}</math></b>	<b><math>L_{max}</math></b>
Residential – West	34	54	39	59	41	61
Commercial – South	33	53	59	79	59	79

<sup>1</sup> Calculated cumulative noise levels based on predicted noise levels presented in Impacts 4 & 5.

**Source: Bollard Acoustical Consultants, Inc., 2021.**

For noise generated by on-site activities, the Morgan Hill Municipal Code establishes exterior noise level standards of 60 and 65 dB  $L_{eq}$  for residential and commercial land uses, respectively. The Municipal Code noise level limits are to be assessed at the property lines of receiving uses. The Table 16 data indicate that cumulative (combined) noise level exposure from primary on-site noise sources is calculated to satisfy the applicable Morgan Hill Municipal Code exterior noise level standards at the nearest existing residential and commercial land uses.

The increase in ambient noise levels resulting from combined on-site noise sources is calculated to range from 0.0 to 0.4 dB  $L_{eq}$  and 0.0 to 0.2 dB  $L_{max}$ , which would not exceed the 1.5 dB threshold. Because cumulative (combined) noise level exposure from on-site noise sources is predicted to satisfy applicable Morgan Hill Municipal Code noise level standards at the nearest existing off-site land uses, and because cumulative noise level exposure from on-site noise sources is not expected to significantly increase ambient noise levels at the foregoing land uses, this impact would be less than significant.

**On-Site Noise Levels Associated with Traffic and UPRR**

The following discussions are in regards to future exterior and interior noise levels from traffic and the UPRR tracks at the project site. As discussed, effects of the surrounding environment on the project are beyond the scope of CEQA review. The discussions below are provided in this IS/MND for informational purposes and include applicable conditions of approval.

**Exterior Noise Levels Associated with Traffic and UPRR**

The FHWA Model was used with future traffic data to predict future Monterey Road traffic noise levels at the project site. To predict future railroad noise exposure at the project site, BAC utilized long-term noise level measurement data obtained from a 2017 BAC noise survey for the Harvest Park II Residential Development Project located south of the project area, adjacent to the same UPRR track. According to BAC file data, DNL noise level exposure along the UPRR track was computed to be 71 dB DNL, at a distance of approximately 260 feet from the center of the track. Future railroad activity would be limited to the number of operations that could reasonably occur on the single set of tracks over a 24-hour period. For purposes of this analysis, it was assumed that a future increase in rail activity could occur along the tracks parallel to the project site.

The predicted future traffic and railroad noise level data cited above were projected to the nearest proposed building facades of residences and common outdoor recreation areas of the development and are summarized in Table 17. The proposed project’s primary common outdoor recreation areas were identified as the centrally located play lawn areas. The project also proposes outdoor areas including a basketball court and tot lots (active recreation uses), but such noise sources are typically considered to be noise-generating rather than noise-sensitive.

<b>Table 17 Future Combined Exterior Noise Levels at Project Site from Traffic and UPRR</b>		
<b>Location</b>	<b>Offset (dB)<sup>1</sup></b>	<b>Future Exterior DNL (dB)</b>
Common Outdoor Recreation Areas – Play Lawns	-7	63
Nearest First-Floor Building Facades		76
Nearest Upper-Floor Building Facades	+3	79
<sup>1</sup> A +3 dB offset was applied at upper-floor locations to account for reduced ground absorption at elevated locations. Negative offsets were applied where proposed intervening buildings would provide screening.		
<b>Source: Bollard Acoustical Consultants, Inc., 2021.</b>		

Table SSI-1 of the Morgan Hill General Plan includes the State of California Land Use Compatibility Guidelines for Community Noise Environments. For new multi-family residential land uses, the General Plan indicates a normally acceptable exterior noise level of up to 65 dB DNL for common outdoor recreation areas. The table also identifies a conditionally allowable exterior noise level of up to 70 dB DNL at such locations, provided that a detailed analysis of noise reduction requirements is made, and the needed noise insulation features are included in building design. Finally, General Plan Policy SSI-8.1 states that the maximum outdoor noise level for new residences near railroad tracks shall be 70 dB DNL, recognizing that train noise is characterized by relatively few loud events.

As shown in Table 17, the future combined traffic and railroad noise level exposure would satisfy the Morgan Hill General Plan's normally acceptable and conditionally acceptable exterior noise level limits of 65 and 70 dB DNL at the primary common outdoor recreation areas of the development (play lawns). Thus, the proposed project would be consistent with applicable General Plan policies and standards with respect to future on-site noise levels associated with traffic and the UPRR track.

### Interior Noise Levels Associated with Traffic and UPRR

Policy SSI-8.1 of the Morgan Hill General Plan uses an interior noise level standard of 45 dB DNL for new residential housing units. Policy SSI-8.1 further states that noise levels in new residential development exposed to an exterior DNL of 60 dB or more should be limited to a maximum instantaneous interior noise level (e.g., trucks on busy streets, train warning whistles) of 50 dB  $L_{max}$  in bedrooms and 55 dB  $L_{max}$  in all other habitable rooms.

As indicated in Table 17, future combined noise exposure from Monterey Road traffic and UPRR railroad operations is predicted to be 76 dB DNL at the first-floor building facades of proposed residences nearest to such sources. Due to reduced ground absorption at elevated positions, noise levels at the upper-floor facades of the residences are predicted to approach approximately 79 dB DNL. To satisfy the General Plan 45 dB DNL interior noise level standard, minimum noise reductions of 31 dB and 34 dB would be required of the first- and upper-floor building facades, respectively, of residences constructed nearest to Monterey Road and the UPRR track.

Using audio recordings collected at site LT-1 during the monitoring period, the maximum noise levels associated with discrete train passbys were identified at the project site. In the analysis of 25 train passbys during the 48-hour monitoring effort, the maximum noise levels associated with train passbys ranged from 81 to 99 dB  $L_{max}$  (calculated average of 92 dB  $L_{max}$ ) at approximately 160 feet from the center of the track. The measured railroad passbys included noise associated with train cars, warning horn usage, and at-grade crossing bells. Based on a calculated average of 92 dB  $L_{max}$  at 160 feet, train passby noise levels would be approximately 90 dB  $L_{max}$  at the building facades proposed nearest to the track, located approximately 200 feet away. To satisfy the General Plan 50 dB  $L_{max}$  interior noise level standard (applicable to bedrooms), a minimum noise reduction of 40 dB would be required of the first- and upper-floor building facades of residences constructed nearest to the UPRR track. To satisfy the General Plan 55 dB  $L_{max}$  interior noise level standard (applicable to all other habitable rooms), a minimum noise reduction of 35 dB would be required of the nearest first- and upper-floor building facades.

Standard building construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Therefore, to ensure consistency with the foregoing applicable General Plan standards, the City shall condition the project, if approved, to implement the following conditions of approval:

- To comply with the General Plan's interior noise level criteria including a factor of safety, the windows and doors of the building locations identified on Figures 4 and 5 of the Noise Report shall be upgraded to the minimum STC rating indicated. Figure 4 of the Noise Report shows the locations and associated STC ratings needed for bedroom windows/doors. Figure 5 of the Noise Report illustrates the locations and associated STC ratings required for all other habitable room



windows/doors. Finally, mechanical ventilation (air conditioning) shall be provided to all residences of the proposed project to allow the occupants to close doors and windows, as desired, for additional acoustical isolation.

- Disclosure statements shall be provided to all prospective residents of the proposed project, notifying of elevated noise levels during railroad passages, particularly during nighttime operations and periods of warning horn usage.

### **Project Construction**

During project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project site would also vary depending upon the proximity of equipment activities to that point. The property lines from the nearest existing off-site land uses are located approximately 275 feet (residential to west) and 25 feet (commercial to south) away from where construction activities would occur within the project site. Table 18 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet.

Equipment Description	Maximum Noise Level at 50 Feet (dB)	Predicted Maximum Noise Level (dB)	
		25 Feet	275 Feet
Air compressor	80	86	65
Backhoe	80	86	65
Ballast equalizer	82	88	67
Ballast tamper	83	89	68
Compactor	82	88	67
Concrete mixer	85	91	70
Concrete pump	82	88	67
Concrete vibrator	76	82	61
Crane, mobile	83	89	68
Dozer	85	91	70
Generator	82	91	70
Grader	85	88	67
Impact wrench	85	91	70
Loader	80	91	70
Paver	85	86	65
Pneumatic tool	85	91	70
Pump	77	91	70
Saw	76	83	62
Scarifier	83	82	61
Scraper	85	89	68
Shovel	82	91	70
Spike driver	77	88	67
Tie cutter	84	83	62
Tie handler	80	90	69
Tie inserter	85	86	65
Truck	84	91	70

*Source: Federal Transit Administration Noise and Vibration Impact Assessment Manual, Table 7-1, 2018.*

Not all of the listed construction activities would be required of the proposed project. The data also include predicted maximum equipment noise levels at the property lines of the nearest residential and commercial uses located west and south of the project site, respectively, which assumes a standard spherical spreading loss of 6 dB for each doubling of distance.

Based on the equipment noise levels shown above, noise levels from project construction are predicted to range from 61 to 70 dB  $L_{max}$  at the residential use located nearest to the project site, and from 82 to 91 dB  $L_{max}$  at the nearest commercial use. As mentioned previously, not all of the listed construction activities would be required of this project.

As noted above, Section 8.28.040(D) of the Morgan Hill Municipal Code exempts construction noise provided that such activities do not occur during set hours. Specifically, construction activities are prohibited other than between the hours of 7:00 AM and 8:00 PM, Monday through Friday, and between the hours of 9:00 AM to 6:00 PM on Saturday. Furthermore, construction activities may not occur on Sundays or federal holidays. Provided project construction activities occur during the foregoing allowed hours and days, construction activities would be exempt.

However, if construction activities are proposed during the hours not exempted by Municipal Code Section 8.28.040(D), noise levels generated by construction activities could result in temporary nuisance to nearby sensitive receptors. As a result, noise impacts associated with construction activities would be potentially significant.

### **Conclusion**

Based on the above, noise generated as part of project operations would not exceed the applicable thresholds established by the City's Municipal Code or FICON criteria. However, should construction activities occur outside of the allowed hours set forth in Municipal Code Section 8.28.040(D) and not include industry standard BMPs to reduce temporary noise increases to the extent feasible, noise levels generated by construction activities could result in temporary nuisance to nearby sensitive receptors. Therefore, the proposed project could generate a substantial temporary increase in ambient noise levels in the vicinity of the project during construction. Thus, the project could result in a **potentially significant** impact.

### Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above identified potential impact to a *less-than-significant* level.

*XIII-1. During project construction, the project contractor shall ensure that to the maximum extent feasible, the following measures are incorporated into the project construction operations:*

- *Noise-generating construction activities shall be limited to the hours identified in Municipal Code Section 8.28.040(D).*
- *The project shall utilize temporary construction noise control measures including the use of temporary noise barriers, or other appropriate measures as mitigation for noise generated during construction of projects.*

- *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.*
- *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.*
- *Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.*
- *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.*
- *Project area and site access road speed limits shall be established and enforced during the construction period.*
- *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.*

*The aforementioned criteria shall be included in the project improvement plans submitted by the applicant/developer for review and approval to the City of Morgan Hill Development Services Department, prior to issuance of grading permits. Exceptions to allow expanded construction activities shall be reviewed on a case-by-case basis as determined by the City Engineer.*

- b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, while vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration depends on their individual sensitivity as well as the amplitude and frequency of the source.

Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities. As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels, characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases. According to the Caltrans *Transportation and Construction-Induced Vibration Guidance Manual*, operation of construction equipment and construction techniques generate ground vibration. Traffic

traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.

As part of the Noise Report’s analysis, a site visit was conducted on April 13, 2021 to assess the existing ambient vibration environment. Vibration levels were below the threshold of perception at the project site. Nonetheless, to quantify existing vibration levels at the project site, BAC conducted short-term (one-hour) vibration measurements at the location identified on Figure 11 (site V-1). In the analysis of the vibration measurement data, it was revealed that the measured existing maximum vibration levels did not exceed 60 VdB RMS during the 1-hour monitoring period.

The City of Morgan Hill does not currently have adopted standards for groundborne vibration. As a result, vibration impact assessment criteria established by the U.S. Department of Transportation’s Federal Transit Administration (FTA) criteria was applied to the project. The FTA vibration impact criteria is based on maximum overall levels for a single event, such as vehicle or train pass-bys. The vibration impact criteria, identified in Table 6-3 of the FTA’s *Transit Noise and Vibration Impact Assessment Manual*, is reproduced in Table 19.

<b>Table 19 Groundborne Vibration Impact Criteria for Annoyance Determinations</b>			
<b>Land Use Category</b>	<b>Groundborne Vibration Impact Levels (VdB re 1 μinch/sec, RMS)</b>		
	<b>Frequent Events<sup>1</sup></b>	<b>Occasional Events<sup>2</sup></b>	<b>Infrequent Events<sup>3</sup></b>
Category 1 – Buildings where vibration would interfere with interior operations	65 <sup>4</sup>	65 <sup>4</sup>	65 <sup>4</sup>
Category 2 – Residences and buildings where people normally sleep	72	75	80
Category 3 – Institutional land uses with primarily daytime use	75	78	83
<sup>1</sup> “Frequent Events” is defined as more than 70 vibration events of the same source per day. <sup>2</sup> “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day. <sup>3</sup> “Infrequent Events” is defined as fewer than 30 vibration events of the same kind per day. <sup>4</sup> This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.			
<b>Source: Federal Transit Administration. <i>Transit Noise and Vibration Impact Assessment Manual</i>, Table 6-3, 2018.</b>			

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the proposed construction activities. The nearest existing off-site sensitive receptors have been identified as residential structures located approximately 350 feet from the construction activities that would occur within the project vicinity. Table

20 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet. The data also include predicted equipment vibration levels at the nearest existing off-site residences located approximately 350 feet away.

<b>Table 20 Vibration Source and Projected Levels for Construction Equipment</b>		
<b>Equipment</b>	<b>Approximate RMS Lv<sup>1</sup></b>	
	<b>Reference Level at 25 Feet<sup>2</sup></b>	<b>Predicted Level at 350 Feet</b>
Vibratory roller	94	59
Large bulldozer	87	58
Loaded trucks	86	55
Jackhammer	79	54
Small bulldozer	58	<50
<sup>1</sup> RMS velocity in decibels (VdB) re 1 micro-inch/second <sup>2</sup> Reference vibration level obtained from the Federal Transit Administration <i>Transit Noise and Vibration Impact Assessment Manual</i> , 2018.		
<b>Source: Bollard Acoustical Consultants, Inc., 2021.</b>		

Because vibration levels generated by the type of construction equipment that would be required for the proposed project dissipates very rapidly with distance, vibration levels at the nearest residences are expected to be well below 70 VdB RMS over the course of project construction activities. Construction-generated vibration levels of less than the 70 VdB RMS at nearby existing sensitive receptors would satisfy the strictest FTA groundborne vibration impact criterion of 72 VdB for residences shown in Table 19 (regardless of number of vibration events from a source). Therefore, project construction would not result in the exposure of persons to excessive groundborne vibration levels.

Based on the above, the proposed project would not generate excessive groundborne vibration or groundborne noise levels, and a **less-than-significant** impact would occur.

- c. The public airport nearest to the project site is the San Martin Airport, which is located approximately 6.3 miles southeast of the project site at 13030 Murphy Avenue. The project site is located well outside of the AIA identified in the South County Airport Comprehensive Land Use Plan.<sup>29</sup> In addition, the project site is not located within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with air traffic, and **no impact** would occur.

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<sup>29</sup> Santa Clara County. *Comprehensive Land Use Plan, Santa Clara County, South County Airport*. Amended November 16, 2016.



**XIV. POPULATION AND HOUSING.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>

**Discussion**

a. The proposed project would include the development of a total of 67 multi-family residential units. Based on 2020 housing estimates for persons per household in the City provided by the California Department of Finance, the proposed project is anticipated to potentially generate an estimated 211 additional residents (67 units x 3.14 persons per household) in the City.<sup>30</sup> Considering that the total population of the City was estimated to be approximately 45,952 in July 2019,<sup>31</sup> a potential increase of 211 residents would be considered negligible.

In addition, as discussed throughout this IS/MND, the proposed project would be consistent with the General Plan land use and zoning designations for the site. As such, the increase in population associated with the proposed project has been previously anticipated. Thus, implementation of the proposed project would not induce substantial unplanned population growth in the area, and a **less-than-significant** impact would occur.

b. Residences do not currently exist on the project site. Therefore, the proposed project would not displace any people or housing, and **no impact** would occur.

<sup>30</sup> California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark*. Available at: <https://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>. Accessed April 2021.

<sup>31</sup> U.S. Census Bureau. QuickFacts Morgan Hill, California. Available at: <https://www.census.gov/quickfacts/morganhillcitycalifornia>. Accessed April 2021.

**XV. PUBLIC SERVICES.**

*Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✗</b>	<input type="checkbox"/>

**Discussion**

a-c,e. The City of Morgan Hill contracts with CAL FIRE (California Department of Forestry and Fire Protection) for fire protection services. Three fire stations are located within the City boundaries: El Toro Station, located at 18300 Old Monterey Road; Dunne-Hill Station, located at 2100 Dunne Avenue; and the CAL FIRE station at 15670 Monterey Road. The nearest fire station (El Toro station) is located approximately 1.2 miles to the southeast of the site. Although the City has not adopted response time standards or goals related to fire suppression, CAL FIRE is held to a seven minute, 59 second response time standard pursuant to the 911 Emergency Medical Services Provider Agreement between the City of Morgan Hill and the County of Santa Clara Emergency Medical Services Agency.<sup>32</sup> The project site has been previously anticipated by the General Plan for residential development. The increase in demand associated with the proposed project would not necessitate new or physically altered facilities and, due to its proximity to the nearest fire station, the Emergency Medical Services (EMS) response time standard of seven minutes, 59 seconds could be maintained. In addition, the proposed structures would be equipped with fire sprinklers and fire alarm systems. Such features would help to address fire situations within the site, which would reduce the demand for fire protection services from the project site.

The Morgan Hill Police Department is located at 16200 Vineyard Boulevard, approximately 3.5 miles southeast of the project site. The project site is located within the Morgan Hill Police Department’s normal patrol routes, and, thus, police response times would be comparable to nearby existing developments. Furthermore, given that the project is consistent with the site’s current General Plan land use and zoning designations, impacts related to provision of new or physically altered fire and police protection facilities have been previously analyzed in the General Plan EIR. The General Plan EIR concluded that buildout of the City would have a less-than-significant impact related to the provision of such public services. There is nothing peculiar about the site or project that would alter the General Plan EIR conclusion.

The Morgan Hill Unified School District (MHUSD) operates public education facilities that serve the project site and surrounding area. The City of Morgan Hill is served by eight elementary schools, two middle schools, two high schools, one continuation school, one K-8 home school program, and one community adult school. As specified in the General Plan EIR, using the MHUSD student yield rate of 0.465 students per household, the total

<sup>32</sup> Dwight Good, Assistant Chief Cooperative Fire Protection, Morgan Hill Fire Department. Personal communication [phone] with Nick Pappani, Vice President, Raney Planning and Management, Inc. June 1, 2021.

anticipated development potential for the project site (67 residential units) could add approximately 32 new students to MHUSD schools.

The City collects development impact fees to help pay for public services that include public schools. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act involving the planning, use, or development of real property.” (Government Code 65996(b).) Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be “full and complete mitigation.” Therefore, according to SB 50, the payment of the necessary school impact fees for the project would be full and satisfactory CEQA mitigation.

With regard to other public facilities, such as libraries, the proposed project would not be anticipated to result in a substantial increase in demand for library services, or other public facilities, such that expanded facilities would be required. Future residents of the proposed project would have access to the Morgan Hill Library, which is operated by the Santa Clara County Library District. In addition, the General Plan EIR concluded that buildout of the City, including the project site, would have a less-than-significant impact related to libraries.

Based on the above, the project would have a **less-than-significant** impact with respect to creating adverse physical environmental impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, and schools.

- d. The proposed project is anticipated to potentially generate an estimated 211 additional residents (67 units x 3.14 persons per household) in the City. However, pursuant to Section 3.56.030 (Development fees) of the City’s Municipal Code, development impact fees are established and imposed on the issuance of all building permits for development within the City to finance the cost of various categories of public facilities and improvements required by new development, including park and recreation facilities. In addition, the propose project would include on-site features such as a basketball court, a cabana, two picnic areas, passive water features, park benches, and passive recreation areas and/or gardens. As such, on-site recreational amenities would be provided to serve future residents of the project.

Given that the proposed project would be required to comply with Section 3.56.030 of the Municipal Code and would include on-site park features, the project would have a **less-than-significant** impact with respect to creating adverse physical environmental impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for parks.

**XVI. RECREATION.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

a,b. The proposed project would potentially generate approximately 211 additional residents (based on 3.14 persons per household, pursuant to Department of Finance estimates) in the City of Morgan Hill. Given the City’s parkland standard of five acres per 1,000 residents, the proposed project’s 211 additional residents would equate to a demand of approximately 1.06 acres of additional parkland. As discussed above, pursuant to Section 3.56.030 (Development fees) of the City’s Municipal Code, development impact fees are established and imposed on the issuance of all building permits for development within the City to finance the cost of various categories of public facilities and improvements required by new development, including park and recreation facilities.

In addition, pursuant to Morgan Hill Municipal Code Chapter 17.28, the proposed project would be subject to the City’s Parkland Dedication and Parkland Fee In-Lieu requirements. The project would be required to pay fees in lieu of parkland dedication to meet the parkland obligation. Such fees would be calculated using the formula set forth in Morgan Hill Municipal Code Section 17.28.060, with the fees due at the time of filing of the project’s Final Map.

Given that the proposed project would be required to comply with Sections 3.56.030 and 17.28 of the Municipal Code, park fees imposed by the City would generate revenue to acquire necessary land to develop new parks or rehabilitate existing neighborhood parks and recreation facilities reasonably related to serve the subdivision.

Based on the above, a ***less-than-significant*** impact would occur with regard to recreational resources.

**XVII. TRANSPORTATION.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a. The following analysis is based on the Trip Generation and Operations Analysis prepared for the proposed project by Hexagon Transportation Consultants, Inc. (see Appendix F of this IS/MND).<sup>33</sup> The Trip Generation and Operations Analysis includes a discussion of the proposed project’s potential impacts on transit, bicycle, and pedestrian facilities, which are discussed in further detail below. A level of service (LOS) evaluation is also included in the Trip Generation and Operations Analysis; however, LOS analysis is not required as part of CEQA review for the reason described below. As such, while the proposed project’s consistency with the City’s applicable LOS standards will be reviewed by the City in order to determine if the project should be conditioned to implement any transportation operation enhancements, such analysis is not included in this IS/MND.

The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Mitigation measures typically took the form of capacity-increasing improvements, which often had their own environmental impacts (e.g., to biological resources). Depending on circumstances, and an agency’s tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. In 2013, however, the Legislature passed legislation with the intention of ultimately removing LOS in most instances as a basis for environmental analysis under CEQA. Enacted as part of SB 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor’s Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing “criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section.”

<sup>33</sup> Hexagon Transportation Consultants, Inc. *Trip Generation and Operations Analysis for the Proposed Manzanita Residential Development in Morgan Hill, California*. May 4, 2021.



Subdivision (b)(2) of Section 21099 further provides that “[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA], except in locations specifically identified in the guidelines, if any.”

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that “[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project’s effect on automobile delay shall not constitute a significant environmental impact.”

Please refer to Question ‘b’ for a discussion of VMT.

### **Transit, Pedestrian, and Bicycle Facilities**

The project site is served by VTA bus routes that run along Cochrane Road and Hale Avenue. Frequent Route 68 (Gilroy Transit Center to San Jose Diridon Transit Center) serves bus stops at the intersection of Hale Avenue and Tilton Avenue, approximately 0.4-mile walking distance from the project site. Local Route 87 (Morgan Hill Civic Center to Burnett Avenue) serves a bus stop at the Burnett Avenue/Greenwood Circle intersection, approximately 0.3-mile walking distance from the project site. According to the Trip Generation and Operations Analysis, a typical mode share in Morgan Hill (the percentage of travelers using a particular type of transportation) is a three percent transit share. As such, applying a three percent transit mode share to the proposed project would equate to a maximum of three transit riders during each of the daily peak hours. Based on such a number of new transit riders, the City’s existing transit facilities would be able to accommodate the transit ridership demands generated by the proposed project, and a less-than-significant impact would occur.

With respect to pedestrian facilities, the existing pedestrian generators in the project vicinity include Sobrato High School to the northeast of the project site, Central High School to the west, and the bus stops discussed above. Sidewalks are located in the project vicinity along the following roadway segments:

- Southbound Monterey Road, between Tilton Avenue and Burnett Avenue;
- Northbound Monterey Road, between 230 feet south and 300 feet north of Burnett Avenue;
- Eastbound and westbound Burnett Avenue;
- Westbound Tilton Avenue, between Monterey Road and Dougherty Avenue; and
- Eastbound Tilton Avenue, between Monterey Road and 400 feet west of Dougherty Avenue.

Existing crosswalks with protected crossing phases are provided at the following signalized intersections:

- Monterey Road/Tilton Avenue – west leg;
- Monterey Road/Burnett Avenue – north leg and east leg;
- Monterey Road/Peebles Avenue – east leg; and
- Monterey Road/Madrone Parkway – east leg.

Existing access to nearby pedestrian generators is described below:

- Sobrato High School: A continuous pedestrian route is provided by way of sidewalks along northbound Monterey Road and westbound Burnett Avenue.
- Central High School: A continuous pedestrian route is provided by way of sidewalks along northbound Tilton Avenue and southbound Monterey Road and the existing crosswalk across Monterey Road at Burnett Avenue.
- Route 68 Bus Stop at the Hale Avenue/Tilton Avenue intersection: A continuous pedestrian route to/from the project site is not available, due to a missing sidewalk segment along eastbound Tilton Avenue, between Hale Avenue and 400 feet west of Dougherty Avenue. It should be noted that the project does not propose to install crosswalks across Monterey Road at Tilton Avenue. Therefore, pedestrians would need to use the existing crosswalk at the Monterey Road/Burnett Avenue intersection.
- Route 87 Bus Stop at the Burnett Avenue/Greenwood Circle intersection: A continuous pedestrian route is provided by way of sidewalks along northbound Monterey Road and westbound Burnett Avenue.

The project proposes to construct a six-foot-wide sidewalk along the project site's Monterey Road frontage and six- to eight-foot-wide sidewalks along both sides of the proposed Tilton Avenue extension. Pedestrians would be able to access walkways within the project site by way of multiple access points from the proposed sidewalks along Monterey Road and the Tilton Avenue extension. In addition, a crosswalk with a protected crossing phase and ramps designed to be compliant with the Americans with Disabilities Act (ADA) would be installed across Tilton Avenue, at the new leg of the Monterey Road/Tilton Avenue intersection. Based on the above, the proposed project would construct sidewalks along project frontages, as required, and would not conflict with an adopted plan related to the City's pedestrian facilities. Thus, a less-than-significant impact would occur.

With respect to bicycle facilities, bike lanes are located in the project vicinity along Monterey Road (including along the project frontage) and Burnett Avenue. The project includes an upgrade to the existing northbound bike lane along the project frontage by providing a three-foot, painted buffer between the existing bike lane and travel lane. The project is not expected to generate a significant number of bicycle trips. As such, the demand generated by the proposed project could be accommodated by the existing and proposed bicycle facilities in the project vicinity, and a less-than-significant impact would occur.

## **Conclusion**

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Thus, the project would result in a ***less-than-significant*** impact.

- b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with one end within the project site. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, development projects located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Hexagon Transportation Consultants, Inc. prepared a VMT Assessment for the proposed project (see Appendix G of this IS/MND).<sup>34</sup> The evaluation was completed using VTA's *VMT Evaluation Tool*, which identifies the existing average VMT per capita and VMT per employee for the project area based on the APN of a project site. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas." Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

To adhere to the state's legislation, the City is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on LOS. However, as the City has not formally adopted City-specific VMT policies, the VMT Assessment incorporated methodology and impact thresholds recommended in the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory)*. In accordance with the *Technical Advisory*, VMT per capita is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses, with an impact threshold of 15 percent below the existing VMT levels for residential land uses. The VTA's *VMT Evaluation Tool*, indicates that the City-wide VMT per capita is currently 24.64. Therefore, the impact threshold is 20.94 (i.e., 15 percent below 24.64 VMT per capita).

The results of the VMT Analysis using the *VMT Evaluation Tool* indicate that the existing VMT per capita in the project vicinity is 21.75, less than the City-wide average of 24.64. Furthermore, the proposed project is projected to generate a VMT per capita of 20.76, which would be below the OPR's recommended impact threshold of 20.94.

Based on the above information, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

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<sup>34</sup> Hexagon Transportation Consultants, Inc. *VMT Assessment for the Proposed Manzanita Park Residential Development in Morgan Hill, California*. May 14, 2021.

- c,d. The proposed project would not include design features that would affect traffic safety, such as substantial changes to Monterey Road, nor the introduction of an incompatible use or any design features that would be considered hazardous. Site access would be provided by way of an extension of Tilton Avenue into the project site. Upon full buildout of the proposed project, the Tilton Avenue extension to Burnett Avenue would likely have a posted speed limit between 25 mph and 35 mph. For a design speed of 25 mph, the recommended Caltrans stopping sight distance is 150 feet. For a design speed of 35 mph, the recommended Caltrans stopping sight distance is 250 feet. Based on the project site plan, the proposed full-access driveways along Tilton Avenue would be located approximately 350 feet east of Monterey Road. Therefore, sufficient sight distance would be provided along Tilton Avenue.

The project site's ingress/egress would conform with applicable design standards and requirements contained in Section 18.22.040 (Development Standards) of the Municipal Code pertaining to the MU-F zoning district and the City's Design Standards and Standard Details for Construction, which would ensure that the additional traffic entering and exiting the site during project operation would not pose hazards to through traffic on Monterey Road.

Based on the above information, the proposed project would not substantially increase hazards due to design features or incompatible uses, and emergency access to the site would be adequate. However, during construction of the proposed project, the possibility exists for potential impacts; for example, construction activities could include disruptions to the transportation network near the project site. Such disruptions would include the possibility of temporary lane closures, street closures, sidewalk closures, and bikeway closures. Bicycle and transit access could also be disrupted. In addition, heavy-truck traffic would temporarily increase due to delivery of construction materials. As a result, the above activities could degrade roadway conditions and result in a **potentially significant** impact.

#### Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

*XVII-1. Prior to initiation of construction activities, the project applicant shall prepare a Construction Traffic Control Plan for review and approval by the City of Morgan Hill Department of Engineering and Utilities. The plan shall include the following:*

- *A project staging plan to maximize on-site storage of construction materials and equipment;*
- *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones and other warning devices for drivers; and designation of construction access routes;*
- *Provisions for maintaining adequate emergency access to the project site;*
- *Permitted construction hours;*
- *Designated locations for construction staging areas;*
- *Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations; and*

- *Provisions for street sweeping to remove construction-related debris on public streets.*

*A copy of the Construction Traffic Control Plan shall be submitted to local emergency response agencies, and the agencies shall be notified at least 14 days prior to the commencement of construction that would partially or fully obstruct roadways.*



**XVIII. TRIBAL CULTURAL RESOURCES.**

*Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the project site does not contain any existing structures or any other known resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k). Through compliance with the City’s standard conditions of approval set forth in Morgan Hill Municipal Code Section 18.60.090, the proposed project would not significantly impact unknown, subsurface historical resources or unique archaeological resources, or disturb human remains. Additionally, a review was completed as part of a California Historical Resources Information System (CHRIS) search request of the archaeological site base maps and records, survey reports, and other materials on file at the Northwest Information Center (NWIC) at Sonoma State University in Rohnert Park, California. Sources of information included, but were not limited to, the current listings of properties on the National Register of Historic Places, California Historical Landmarks, California Register of Historical Resources, and California Points of Historical Interest as listed in the California Office of Historic Preservation’s *Historic Property Directory* and the *Built Environment Resources Directory*. Archival research included an examination of 19<sup>th</sup> and 20<sup>th</sup> century maps and aerial photographs to gain insight into the nature and extent of historical development in the general project vicinity as well as within the study area. Ethnographic literature that describes appropriate Native American groups, county histories, and other primary and secondary sources were also reviewed. The CHRIS results recommended that earthmoving activities be monitored by a qualified archaeologist.<sup>35</sup> Such recommendations would be fulfilled as part of compliance with the City’s standard conditions of approval. Additionally, a search of the NAHC Sacred Lands File was completed with respect to the project site, which returned negative results, indicating that known tribal cultural resources are not present on-site.<sup>36</sup>

In compliance with AB 52 (PRC Section 21080.3.1), representatives from the City and the Tamien Nation met on October 11, 2021. The Tamien Nation requested that the City’s standard conditions be imposed upon the proposed project. As discussed above, the

<sup>35</sup> California Historical Resources Information System: Northwest Information Center. *Re: Record search results for the proposed Manzanita Park Project.* October 4, 2021.

<sup>36</sup> Native American Heritage Commission. *Re: Manzanita Park Project, Santa Clara County.* November 2, 2021.

standard conditions include requirements that an archaeologist and Tamien Nation Tribal Monitor be present on-site to monitor all ground-disturbing activities, as well as requirements that must be followed in the event that known or suspected Native American remains are encountered.

Based on the above, the proposed project is not expected to adversely impact tribal cultural resources. In addition, the project applicant would be required to comply with the City's standard conditions of approval related to cultural resource discovery, as presented in Section V of this IS/MND. Therefore, a ***less-than-significant*** impact to tribal cultural resources would occur.

**XIX. UTILITIES AND SERVICE SYSTEMS.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

a-c. Brief discussions of the water, wastewater, stormwater drainage, electrical, and telecommunications facilities that would serve the proposed project are included below.

**Water**

The City of Morgan Hill provides potable water service to its residential, commercial, industrial, and institutional customers within the City limits. The City's water system facilities include 17 groundwater wells, 10 reservoir sites, nine pumping stations, and 165 miles of pressured pipes ranging from two to 14 inches in diameter. The City's water distribution system meets the needs of existing customers. The City has planned and constructed water projects in conjunction with new street construction in anticipation of future growth and water needs.

The proposed project would be provided water service by the City through connections to the existing eight-inch water main in Monterey Road, which are stubbed at the southwest corner of the project site. From the point of connection, the eight-inch water line would be extended along the project's entire Monterey Road frontage. At the intersection of Monterey Road and Tilton Avenue, the water line would be extended north into the project site along the extension of Tilton Avenue, where the line would connect to a six-inch private water line in the site's private driveway. The six-inch line would then connect to each of the proposed buildings.

According to the City's Urban Water Management Plan (UWMP), the City's projected water supply far exceeds the water demand for normal, single-dry, and multiple-dry years

until at least 2040.<sup>37</sup> For example, Table 7-2 of the UWMP indicates that, by 2035, Morgan Hill would have a water supply surplus of 62,934 acre-feet during a normal dry year. Under a 2035 multiple-dry year scenario, Morgan Hill would have a 50,339 acre-feet water surplus during the first dry year and a 31,169 acre-feet water surplus by the third dry year. Although the proposed project would develop new 67 residential units, which would result in an increase to the existing City population, the proposed project would not increase water demand such that the construction of new water treatment facilities would be required. For instance, using the UWMP's per capita water use rate of 123 gallons per capita per day, the proposed project would generate a water demand of approximately 25,953 gallons per day (211 residents x 123 gallons). A water demand rate of 25,953 gallons per day is well within the City's anticipated water supply for the years 2025 through 2040, even under the multiple-dry year scenario third-year water supply surplus of 31,169 acre-feet.

Given that the proposed project would not generate water demand substantially higher than the type and intensity of growth that was generally considered for the project site in the 2035 General Plan, and associated water use has been analyzed in the General Plan EIR, the proposed project would not require or result in the construction of new water treatment facilities or expansion of existing facilities, and sufficient water supplies would be available to serve the project from existing entitlements and resources.

### **Wastewater**

The City of Morgan Hill sewer collection system consists of approximately 160 miles of gravity sewers, over 3,000 manholes, nearly 3 miles of force mains, and 14 lift stations. The sewer lines range in size from four inches to 30 inches in diameter and the piping system includes 26 siphons. The City's collection system moves the City's wastewater south to the South County Regional Wastewater Authority (SCRWA) Wastewater Treatment Facility (WWTF) located in southern Gilroy. SCRWA is a joint powers authority formed by the cities of Morgan Hill and Gilroy to collectively treat the wastewater of both cities.<sup>38</sup> The City of Morgan Hill has an allocation of 3.56 million gallons per day (MGD) from the WWTF. Pursuant to the General Plan EIR, the average dry weather flow from the City of Morgan Hill was approximately 2.7 MGD in 2015.

The proposed project would connect to existing sewer lines located within the site vicinity in Monterey Road by way of new sewer lines located within the extension of Tilton Avenue and the interior roadway circling the 12 proposed condominium buildings.

Based on a per capita flow rate of 78 gallons per capita per day, the proposed project would generate approximately 16,458 gallons of wastewater per capita per day (211 residents X 78 gallons), which is well within the 3.56 MGD treatment capacity of the WWTF allocated for the City of Morgan Hill.<sup>39</sup> In addition, because the General Plan EIR determined that the WWTF would be required to be expanded by the year 2022 in order to accommodate buildout of the General Plan, the SCRWA is planning to fund, design, and construct expansion of the WWTF beyond its current wastewater treatment capacity of 8.5 MGD. The General Plan EIR determined that, after expansion of the treatment plant, wastewater generated by General Plan buildout, including the project site, would not

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<sup>37</sup> City of Morgan Hill. *2015 Urban Water Management Plan* [pg. 7-4 to 7-7]. 2016.

<sup>38</sup> City of Morgan Hill. *City Council Staff Report 2163, Accept Report Regarding Wastewater System Needs and Rate Study Schedule*. February 6, 2019.

<sup>39</sup> City of Morgan Hill. *2035 General Plan Draft EIR*. [pg. 4.15-30]. January 2016.

exceed the expanded permitted treatment capacity of the SCRWA WWTF facility. Therefore, the proposed project would not generate wastewater flows beyond the capacity of existing wastewater treatment facilities or planned future improvements to such facilities.

### **Stormwater**

Issues related to stormwater infrastructure are discussed in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, the proposed project would not significantly increase stormwater flows into the City's existing system. The final drainage system design for the project and SWPPP would be subject to review and approval by the City of Morgan Hill City Engineer to confirm that the proposed drainage system for the project is consistent with the City's Storm Drainage Master Plan. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

### **Electricity and Telecommunications**

Electricity service for the proposed project would be provided by PG&E by way of existing electrical infrastructure in the project vicinity. The proposed project would not use natural gas, as natural gas is prohibited in all new construction, pursuant to Chapter 15.63 of the Municipal Code. The project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts to electricity and telecommunications infrastructure would be less than significant.

### **Conclusion**

Sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Furthermore, adequate wastewater capacity would be available to serve the project's projected demand in addition to the SCRWA's existing commitments. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Thus, a **less-than-significant** impact would occur.

- d,e. Recology South Valley provides solid waste and recycling services to the businesses and residents of the cities of Morgan Hill and Gilroy. Recology South Valley has contracted with the Salinas Valley Solid Waste Authority to dispose of municipal solid waste at Johnson Canyon Sanitary Landfill (Landfill). Pursuant to the Landfill's current 2018 Solid Waste Facility Permit, the Landfill has a maximum permitted tonnage limit of 1,574 tons per day, a remaining capacity of 6,923,297 cubic yards, and an estimated closure date of 2055.<sup>40</sup> For fiscal year 2019/2020, 224,979 tons of waste were disposed of at the Landfill.<sup>41</sup> The proposed project would not produce solid waste at quantities to exceed landfill capacity. As such, sufficient permitted capacity exists at the Johnson Canyon Sanitary Landfill to accommodate the proposed project's incremental increase in solid waste disposal needs.

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<sup>40</sup> California Department of Resources Recycling and Recovery (CalRecycle). *Facility/Site Summary Details: Johnson Canyon Sanitary Landfill (27-AA-0005)*. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/27-AA-0005/Detail/>. Accessed April 2021.

<sup>41</sup> Salinas Valley Solid Waste Authority. *2019-20 Annual Report*. Available at: <https://svswa.org/svswauploads/2019-20-Annual-Report-Final.pdf>. Accessed April 2021.



The proposed residences would involve the generation of typical solid waste types and would not require specialized solid waste disposal needs. Furthermore, as required by CBC Section 4.408, the proposed project would be required to submit a Waste Management Plan to the City detailing on-site sorting of construction debris. Implementation of the Waste Management Plan would ensure that the proposed project meets established diversion requirements for reused or recycled construction waste. As such, the proposed project would comply with applicable federal, State, and local statutes and regulations related to solid waste. Therefore, the proposed project would have a ***less-than-significant*** impact related to solid waste.

**XX. WILDFIRE.**

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

a-d. As discussed in Section IX, Hazards and Hazardous Materials, of this IS/MND, the City's Wildland Urban Interface map indicates that the project site is not located in a High or Very High FHSZ. Furthermore, CAL FIRE's Fire and Resource Assessment Program indicates that the project site is not located in a Very High FHSZ. While the nearest High or Very High FHSZ is located approximately 0.75-mile to the southwest, the project site is separated from such areas by Monterey Road and the UPRR track, which serve as a fire break to the project site. In addition, the proposed project would be required to comply with all applicable requirements of the California Fire Code, as adopted by Chapter 15.44 of the City's Municipal Code, including installation of fire sprinkler systems.

As noted in Section IX, implementation of the proposed project would not interfere with potential evacuation or response routes used by emergency response teams. The project would not conflict with the City's Emergency Operations Plan. In addition, the project is not located on a substantial slope, and the project area does not include any existing features that would substantially increase fire risk for employees.

Based on the above, the proposed project would not be subject to substantial risks related to wildfires, and a **less-than-significant** impact would occur.

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE.**

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

- a. As discussed in Section IV, Biological Resources, of this IS/MND, the proposed project would be required to implement mitigation measures to minimize impacts to nesting migratory birds and raptors protected by the MBTA. In addition, the site does not contain known historical or cultural resources. Although unlikely, the possibility exists that subsurface excavation of the site during grading and other construction activities could unearth deposits of cultural significance. However, this IS/MND explains how the City's Municipal Code requires standard measures for development projects that would ensure any impacts to archaeological resources would be less than significant. Therefore, the proposed project's impact related to degradation of the quality of the environment, substantial reduction of habitat or plant and wildlife species, and elimination of important examples of the major periods of California history or prehistory would be **less than significant**.
  
- b. As discussed throughout this IS/MND, the proposed project would be consistent with the site's current General Plan land use and zoning designations. As such, the type and intensity of growth that would be induced by the proposed project has been generally anticipated as part of the General Plan and associated cumulative environmental effects have been analyzed in the General Plan EIR. Furthermore, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable General Plan policies. When viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City of Morgan Hill, and the project's cumulative impact would be **less than significant**.
  
- c. The proposed project would be developed in a generally urbanized and built-up area of the City of Morgan Hill. Development of the proposed project would not be expected to result in substantial adverse impacts to human beings, either directly or indirectly. The

potential for substantial environmental effects on human beings is addressed within this IS/MND and all impacts have been identified as less-than-significant or less than significant with the incorporation of mitigation measures. As such, a ***less-than-significant*** impact would result.

## **Appendix A**

### **CalEEMod Modeling Results**



Manzanita Park - Bay Area AQMD Air District, Annual

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Manzanita Park  
Bay Area AQMD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	67.00	Dwelling Unit	5.63	67,000.00	192
Parking Lot	55.00	Space	0.20	22,000.00	0
Other Asphalt Surfaces	13.70	1000sqft	0.31	13,700.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	4			<b>Operational Year</b>	2025
<b>Utility Company</b>	Pacific Gas and Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	203.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Lot acreage adjusted based on site plan.

Other Asphalt Surfaces used to represent widening of Monterey Road.

Construction Phase - Phase timing adjusted per applicant-provided questionnaire.

Grading -

Vehicle Trips - Trip generation rate updated per ITE Manual 10th Ed.

Mobile Land Use Mitigation - Project would improve pedestrian network connectivity, and it sited 0.4-mi from bus stop.

Area Mitigation - No hearths, as noted on applicant-provided questionnaire.

Water Mitigation - Water conservation strategy applied to reflect compliance with MWEL0.

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	500.00
tblConstructionPhase	NumDays	230.00	500.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	10.00	45.00
tblConstructionPhase	PhaseEndDate	5/21/2024	7/8/2025
tblConstructionPhase	PhaseEndDate	3/26/2024	6/24/2025
tblConstructionPhase	PhaseEndDate	5/9/2023	7/4/2023
tblConstructionPhase	PhaseEndDate	4/23/2024	7/25/2023
tblConstructionPhase	PhaseEndDate	4/11/2023	5/2/2023
tblConstructionPhase	PhaseStartDate	4/24/2024	8/9/2023
tblConstructionPhase	PhaseStartDate	5/10/2023	7/26/2023
tblConstructionPhase	PhaseStartDate	4/12/2023	5/3/2023
tblConstructionPhase	PhaseStartDate	3/27/2024	7/5/2023
tblConstructionPhase	PhaseStartDate	3/29/2023	3/1/2023
tblLandUse	LotAcreage	1.05	5.63
tblLandUse	LotAcreage	0.49	0.20
tblVehicleTrips	ST_TR	4.91	9.44
tblVehicleTrips	SU_TR	4.09	9.44
tblVehicleTrips	WD_TR	5.44	9.44

**2.0 Emissions Summary**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3180	2.0207	1.9858	3.8600e-003	0.6466	0.0933	0.7400	0.3164	0.0870	0.4034	0.0000	339.0234	339.0234	0.0813	3.0100e-003	341.9527
2024	0.4931	2.0121	2.5844	4.9000e-003	0.0898	0.0892	0.1790	0.0242	0.0843	0.1085	0.0000	430.3992	430.3992	0.0760	6.4700e-003	434.2275
2025	0.2380	0.8995	1.2320	2.3500e-003	0.0434	0.0368	0.0802	0.0117	0.0349	0.0465	0.0000	206.0807	206.0807	0.0360	3.0100e-003	207.8780
<b>Maximum</b>	<b>0.4931</b>	<b>2.0207</b>	<b>2.5844</b>	<b>4.9000e-003</b>	<b>0.6466</b>	<b>0.0933</b>	<b>0.7400</b>	<b>0.3164</b>	<b>0.0870</b>	<b>0.4034</b>	<b>0.0000</b>	<b>430.3992</b>	<b>430.3992</b>	<b>0.0813</b>	<b>6.4700e-003</b>	<b>434.2275</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.3180	2.0207	1.9858	3.8600e-003	0.6466	0.0933	0.7400	0.3164	0.0870	0.4034	0.0000	339.0230	339.0230	0.0813	3.0100e-003	341.9523
2024	0.4931	2.0121	2.5844	4.9000e-003	0.0898	0.0892	0.1790	0.0242	0.0843	0.1085	0.0000	430.3988	430.3988	0.0760	6.4700e-003	434.2271
2025	0.2380	0.8995	1.2319	2.3500e-003	0.0434	0.0368	0.0802	0.0117	0.0349	0.0465	0.0000	206.0805	206.0805	0.0360	3.0100e-003	207.8778
<b>Maximum</b>	<b>0.4931</b>	<b>2.0207</b>	<b>2.5844</b>	<b>4.9000e-003</b>	<b>0.6466</b>	<b>0.0933</b>	<b>0.7400</b>	<b>0.3164</b>	<b>0.0870</b>	<b>0.4034</b>	<b>0.0000</b>	<b>430.3988</b>	<b>430.3988</b>	<b>0.0813</b>	<b>6.4700e-003</b>	<b>434.2271</b>

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2023	5-31-2023	0.8851	0.8851
2	6-1-2023	8-31-2023	0.5751	0.5751
3	9-1-2023	11-30-2023	0.6600	0.6600
4	12-1-2023	2-29-2024	0.6357	0.6357
5	3-1-2024	5-31-2024	0.6283	0.6283
6	6-1-2024	8-31-2024	0.6276	0.6276
7	9-1-2024	11-30-2024	0.6221	0.6221
8	12-1-2024	2-28-2025	0.5909	0.5909
9	3-1-2025	5-31-2025	0.5893	0.5893
10	6-1-2025	8-31-2025	0.1700	0.1700
		Highest	0.8851	0.8851

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4815	9.2900e-003	0.7105	4.5000e-004		0.0332	0.0332		0.0332	0.0332	3.0545	2.0685	5.1230	5.6900e-003	2.0000e-004	5.3250
Energy	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	56.2581	56.2581	4.8300e-003	1.0600e-003	56.6962
Mobile	0.2524	0.2802	2.3450	4.8600e-003	0.5384	3.6100e-003	0.5421	0.1439	3.3600e-003	0.1472	0.0000	460.1871	460.1871	0.0299	0.0220	467.4943
Waste						0.0000	0.0000		0.0000	0.0000	6.2562	0.0000	6.2562	0.3697	0.0000	15.4994
Water						0.0000	0.0000		0.0000	0.0000	1.3849	3.0767	4.4616	0.1427	3.4200e-003	9.0490
<b>Total</b>	<b>0.7369</b>	<b>0.3153</b>	<b>3.0665</b>	<b>5.4800e-003</b>	<b>0.5384</b>	<b>0.0389</b>	<b>0.5773</b>	<b>0.1439</b>	<b>0.0386</b>	<b>0.1825</b>	<b>10.6956</b>	<b>521.5904</b>	<b>532.2860</b>	<b>0.5529</b>	<b>0.0267</b>	<b>554.0639</b>



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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3269	5.7300e-003	0.4976	3.0000e-005		2.7600e-003	2.7600e-003		2.7600e-003	2.7600e-003	0.0000	0.8139	0.8139	7.8000e-004	0.0000	0.8334
Energy	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	56.2581	56.2581	4.8300e-003	1.0600e-003	56.6962
Mobile	0.2446	0.2657	2.2262	4.5400e-003	0.5013	3.3900e-003	0.5047	0.1339	3.1600e-003	0.1371	0.0000	429.4531	429.4531	0.0287	0.0209	436.3977
Waste						0.0000	0.0000		0.0000	0.0000	6.2562	0.0000	6.2562	0.3697	0.0000	15.4994
Water						0.0000	0.0000		0.0000	0.0000	1.3849	2.8984	4.2834	0.1427	3.4200e-003	8.8690
<b>Total</b>	<b>0.5745</b>	<b>0.2973</b>	<b>2.7349</b>	<b>4.7400e-003</b>	<b>0.5013</b>	<b>8.2400e-003</b>	<b>0.5095</b>	<b>0.1339</b>	<b>8.0100e-003</b>	<b>0.1419</b>	<b>7.6411</b>	<b>489.4235</b>	<b>497.0646</b>	<b>0.5468</b>	<b>0.0254</b>	<b>518.2957</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>22.05</b>	<b>5.71</b>	<b>10.81</b>	<b>13.50</b>	<b>6.90</b>	<b>78.81</b>	<b>11.75</b>	<b>6.90</b>	<b>79.27</b>	<b>22.23</b>	<b>28.56</b>	<b>6.17</b>	<b>6.62</b>	<b>1.11</b>	<b>4.91</b>	<b>6.46</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2023	5/2/2023	5	45	
2	Paving	Paving	7/5/2023	7/25/2023	5	15	
3	Grading	Grading	5/3/2023	7/4/2023	5	45	

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4	Building Construction	Building Construction	7/26/2023	6/24/2025	5	500
5	Architectural Coating	Architectural Coating	8/9/2023	7/8/2025	5	500

**Acres of Grading (Site Preparation Phase): 67.5**

**Acres of Grading (Grading Phase): 45**

**Acres of Paving: 0.51**

**Residential Indoor: 135,675; Residential Outdoor: 45,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,142 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	63.00	13.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Site Preparation - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4423	0.0000	0.4423	0.2273	0.0000	0.2273	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0598	0.6193	0.4105	8.6000e-004		0.0285	0.0285		0.0262	0.0262	0.0000	75.2641	75.2641	0.0243	0.0000	75.8726
<b>Total</b>	<b>0.0598</b>	<b>0.6193</b>	<b>0.4105</b>	<b>8.6000e-004</b>	<b>0.4423</b>	<b>0.0285</b>	<b>0.4708</b>	<b>0.2273</b>	<b>0.0262</b>	<b>0.2535</b>	<b>0.0000</b>	<b>75.2641</b>	<b>75.2641</b>	<b>0.0243</b>	<b>0.0000</b>	<b>75.8726</b>

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**3.2 Site Preparation - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.1000e-004	8.9800e-003	3.0000e-005	3.2000e-003	2.0000e-005	3.2200e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.5082	2.5082	7.0000e-005	7.0000e-005	2.5305
<b>Total</b>	<b>1.0400e-003</b>	<b>7.1000e-004</b>	<b>8.9800e-003</b>	<b>3.0000e-005</b>	<b>3.2000e-003</b>	<b>2.0000e-005</b>	<b>3.2200e-003</b>	<b>8.5000e-004</b>	<b>2.0000e-005</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>2.5082</b>	<b>2.5082</b>	<b>7.0000e-005</b>	<b>7.0000e-005</b>	<b>2.5305</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4423	0.0000	0.4423	0.2273	0.0000	0.2273	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0598	0.6193	0.4105	8.6000e-004		0.0285	0.0285		0.0262	0.0262	0.0000	75.2640	75.2640	0.0243	0.0000	75.8725
<b>Total</b>	<b>0.0598</b>	<b>0.6193</b>	<b>0.4105</b>	<b>8.6000e-004</b>	<b>0.4423</b>	<b>0.0285</b>	<b>0.4708</b>	<b>0.2273</b>	<b>0.0262</b>	<b>0.2535</b>	<b>0.0000</b>	<b>75.2640</b>	<b>75.2640</b>	<b>0.0243</b>	<b>0.0000</b>	<b>75.8725</b>

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**3.2 Site Preparation - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	7.1000e-004	8.9800e-003	3.0000e-005	3.2000e-003	2.0000e-005	3.2200e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.5082	2.5082	7.0000e-005	7.0000e-005	2.5305
<b>Total</b>	<b>1.0400e-003</b>	<b>7.1000e-004</b>	<b>8.9800e-003</b>	<b>3.0000e-005</b>	<b>3.2000e-003</b>	<b>2.0000e-005</b>	<b>3.2200e-003</b>	<b>8.5000e-004</b>	<b>2.0000e-005</b>	<b>8.7000e-004</b>	<b>0.0000</b>	<b>2.5082</b>	<b>2.5082</b>	<b>7.0000e-005</b>	<b>7.0000e-005</b>	<b>2.5305</b>

**3.3 Paving - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7500e-003	0.0764	0.1094	1.7000e-004		3.8300e-003	3.8300e-003		3.5200e-003	3.5200e-003	0.0000	15.0202	15.0202	4.8600e-003	0.0000	15.1416
Paving	6.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>8.4200e-003</b>	<b>0.0764</b>	<b>0.1094</b>	<b>1.7000e-004</b>		<b>3.8300e-003</b>	<b>3.8300e-003</b>		<b>3.5200e-003</b>	<b>3.5200e-003</b>	<b>0.0000</b>	<b>15.0202</b>	<b>15.0202</b>	<b>4.8600e-003</b>	<b>0.0000</b>	<b>15.1416</b>



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**3.3 Paving - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.4900e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.6967	0.6967	2.0000e-005	2.0000e-005	0.7029
<b>Total</b>	<b>2.9000e-004</b>	<b>2.0000e-004</b>	<b>2.4900e-003</b>	<b>1.0000e-005</b>	<b>8.9000e-004</b>	<b>0.0000</b>	<b>8.9000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.6967</b>	<b>0.6967</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.7029</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7500e-003	0.0764	0.1094	1.7000e-004		3.8300e-003	3.8300e-003		3.5200e-003	3.5200e-003	0.0000	15.0201	15.0201	4.8600e-003	0.0000	15.1416
Paving	6.7000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>8.4200e-003</b>	<b>0.0764</b>	<b>0.1094</b>	<b>1.7000e-004</b>		<b>3.8300e-003</b>	<b>3.8300e-003</b>		<b>3.5200e-003</b>	<b>3.5200e-003</b>	<b>0.0000</b>	<b>15.0201</b>	<b>15.0201</b>	<b>4.8600e-003</b>	<b>0.0000</b>	<b>15.1416</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Paving - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.9000e-004	2.0000e-004	2.4900e-003	1.0000e-005	8.9000e-004	0.0000	8.9000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.6967	0.6967	2.0000e-005	2.0000e-005	0.7029
<b>Total</b>	<b>2.9000e-004</b>	<b>2.0000e-004</b>	<b>2.4900e-003</b>	<b>1.0000e-005</b>	<b>8.9000e-004</b>	<b>0.0000</b>	<b>8.9000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.6967</b>	<b>0.6967</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.7029</b>

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1594	0.0000	0.1594	0.0771	0.0000	0.0771	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0385	0.4036	0.3319	6.7000e-004		0.0174	0.0174		0.0160	0.0160	0.0000	58.6364	58.6364	0.0190	0.0000	59.1105
<b>Total</b>	<b>0.0385</b>	<b>0.4036</b>	<b>0.3319</b>	<b>6.7000e-004</b>	<b>0.1594</b>	<b>0.0174</b>	<b>0.1768</b>	<b>0.0771</b>	<b>0.0160</b>	<b>0.0931</b>	<b>0.0000</b>	<b>58.6364</b>	<b>58.6364</b>	<b>0.0190</b>	<b>0.0000</b>	<b>59.1105</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	5.9000e-004	7.4800e-003	2.0000e-005	2.6700e-003	1.0000e-005	2.6800e-003	7.1000e-004	1.0000e-005	7.2000e-004	0.0000	2.0901	2.0901	6.0000e-005	6.0000e-005	2.1087
<b>Total</b>	<b>8.6000e-004</b>	<b>5.9000e-004</b>	<b>7.4800e-003</b>	<b>2.0000e-005</b>	<b>2.6700e-003</b>	<b>1.0000e-005</b>	<b>2.6800e-003</b>	<b>7.1000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>2.0901</b>	<b>2.0901</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>2.1087</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1594	0.0000	0.1594	0.0771	0.0000	0.0771	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0385	0.4036	0.3319	6.7000e-004		0.0174	0.0174		0.0160	0.0160	0.0000	58.6363	58.6363	0.0190	0.0000	59.1104
<b>Total</b>	<b>0.0385</b>	<b>0.4036</b>	<b>0.3319</b>	<b>6.7000e-004</b>	<b>0.1594</b>	<b>0.0174</b>	<b>0.1768</b>	<b>0.0771</b>	<b>0.0160</b>	<b>0.0931</b>	<b>0.0000</b>	<b>58.6363</b>	<b>58.6363</b>	<b>0.0190</b>	<b>0.0000</b>	<b>59.1104</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	5.9000e-004	7.4800e-003	2.0000e-005	2.6700e-003	1.0000e-005	2.6800e-003	7.1000e-004	1.0000e-005	7.2000e-004	0.0000	2.0901	2.0901	6.0000e-005	6.0000e-005	2.1087
<b>Total</b>	<b>8.6000e-004</b>	<b>5.9000e-004</b>	<b>7.4800e-003</b>	<b>2.0000e-005</b>	<b>2.6700e-003</b>	<b>1.0000e-005</b>	<b>2.6800e-003</b>	<b>7.1000e-004</b>	<b>1.0000e-005</b>	<b>7.2000e-004</b>	<b>0.0000</b>	<b>2.0901</b>	<b>2.0901</b>	<b>6.0000e-005</b>	<b>6.0000e-005</b>	<b>2.1087</b>

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0889	0.8128	0.9178	1.5200e-003		0.0395	0.0395		0.0372	0.0372	0.0000	130.9697	130.9697	0.0312	0.0000	131.7486
<b>Total</b>	<b>0.0889</b>	<b>0.8128</b>	<b>0.9178</b>	<b>1.5200e-003</b>		<b>0.0395</b>	<b>0.0395</b>		<b>0.0372</b>	<b>0.0372</b>	<b>0.0000</b>	<b>130.9697</b>	<b>130.9697</b>	<b>0.0312</b>	<b>0.0000</b>	<b>131.7486</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8000e-004	0.0327	0.0102	1.5000e-004	4.8200e-003	1.9000e-004	5.0100e-003	1.3900e-003	1.8000e-004	1.5800e-003	0.0000	14.4987	14.4987	3.0000e-004	2.1400e-003	15.1452
Worker	9.1100e-003	6.2400e-003	0.0789	2.4000e-004	0.0281	1.5000e-004	0.0283	7.4800e-003	1.3000e-004	7.6200e-003	0.0000	22.0440	22.0440	6.3000e-004	6.0000e-004	22.2400
<b>Total</b>	<b>9.8900e-003</b>	<b>0.0389</b>	<b>0.0892</b>	<b>3.9000e-004</b>	<b>0.0330</b>	<b>3.4000e-004</b>	<b>0.0333</b>	<b>8.8700e-003</b>	<b>3.1000e-004</b>	<b>9.2000e-003</b>	<b>0.0000</b>	<b>36.5427</b>	<b>36.5427</b>	<b>9.3000e-004</b>	<b>2.7400e-003</b>	<b>37.3853</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0889	0.8128	0.9178	1.5200e-003		0.0395	0.0395		0.0372	0.0372	0.0000	130.9695	130.9695	0.0312	0.0000	131.7484
<b>Total</b>	<b>0.0889</b>	<b>0.8128</b>	<b>0.9178</b>	<b>1.5200e-003</b>		<b>0.0395</b>	<b>0.0395</b>		<b>0.0372</b>	<b>0.0372</b>	<b>0.0000</b>	<b>130.9695</b>	<b>130.9695</b>	<b>0.0312</b>	<b>0.0000</b>	<b>131.7484</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.8000e-004	0.0327	0.0102	1.5000e-004	4.8200e-003	1.9000e-004	5.0100e-003	1.3900e-003	1.8000e-004	1.5800e-003	0.0000	14.4987	14.4987	3.0000e-004	2.1400e-003	15.1452
Worker	9.1100e-003	6.2400e-003	0.0789	2.4000e-004	0.0281	1.5000e-004	0.0283	7.4800e-003	1.3000e-004	7.6200e-003	0.0000	22.0440	22.0440	6.3000e-004	6.0000e-004	22.2400
<b>Total</b>	<b>9.8900e-003</b>	<b>0.0389</b>	<b>0.0892</b>	<b>3.9000e-004</b>	<b>0.0330</b>	<b>3.4000e-004</b>	<b>0.0333</b>	<b>8.8700e-003</b>	<b>3.1000e-004</b>	<b>9.2000e-003</b>	<b>0.0000</b>	<b>36.5427</b>	<b>36.5427</b>	<b>9.3000e-004</b>	<b>2.7400e-003</b>	<b>37.3853</b>

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
<b>Total</b>	<b>0.1928</b>	<b>1.7611</b>	<b>2.1179</b>	<b>3.5300e-003</b>		<b>0.0803</b>	<b>0.0803</b>		<b>0.0756</b>	<b>0.0756</b>	<b>0.0000</b>	<b>303.7223</b>	<b>303.7223</b>	<b>0.0718</b>	<b>0.0000</b>	<b>305.5179</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0758	0.0232	3.4000e-004	0.0112	4.5000e-004	0.0116	3.2300e-003	4.3000e-004	3.6600e-003	0.0000	33.0926	33.0926	6.8000e-004	4.8900e-003	34.5683
Worker	0.0198	0.0129	0.1710	5.3000e-004	0.0652	3.2000e-004	0.0655	0.0174	2.9000e-004	0.0176	0.0000	49.8501	49.8501	1.3300e-003	1.3100e-003	50.2729
<b>Total</b>	<b>0.0215</b>	<b>0.0887</b>	<b>0.1942</b>	<b>8.7000e-004</b>	<b>0.0764</b>	<b>7.7000e-004</b>	<b>0.0772</b>	<b>0.0206</b>	<b>7.2000e-004</b>	<b>0.0213</b>	<b>0.0000</b>	<b>82.9427</b>	<b>82.9427</b>	<b>2.0100e-003</b>	<b>6.2000e-003</b>	<b>84.8411</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
<b>Total</b>	<b>0.1928</b>	<b>1.7611</b>	<b>2.1179</b>	<b>3.5300e-003</b>		<b>0.0803</b>	<b>0.0803</b>		<b>0.0756</b>	<b>0.0756</b>	<b>0.0000</b>	<b>303.7220</b>	<b>303.7220</b>	<b>0.0718</b>	<b>0.0000</b>	<b>305.5175</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0758	0.0232	3.4000e-004	0.0112	4.5000e-004	0.0116	3.2300e-003	4.3000e-004	3.6600e-003	0.0000	33.0926	33.0926	6.8000e-004	4.8900e-003	34.5683
Worker	0.0198	0.0129	0.1710	5.3000e-004	0.0652	3.2000e-004	0.0655	0.0174	2.9000e-004	0.0176	0.0000	49.8501	49.8501	1.3300e-003	1.3100e-003	50.2729
<b>Total</b>	<b>0.0215</b>	<b>0.0887</b>	<b>0.1942</b>	<b>8.7000e-004</b>	<b>0.0764</b>	<b>7.7000e-004</b>	<b>0.0772</b>	<b>0.0206</b>	<b>7.2000e-004</b>	<b>0.0213</b>	<b>0.0000</b>	<b>82.9427</b>	<b>82.9427</b>	<b>2.0100e-003</b>	<b>6.2000e-003</b>	<b>84.8411</b>

**3.5 Building Construction - 2025**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0855	0.7794	1.0053	1.6900e-003		0.0330	0.0330		0.0310	0.0310	0.0000	144.9497	144.9497	0.0341	0.0000	145.8015
<b>Total</b>	<b>0.0855</b>	<b>0.7794</b>	<b>1.0053</b>	<b>1.6900e-003</b>		<b>0.0330</b>	<b>0.0330</b>		<b>0.0310</b>	<b>0.0310</b>	<b>0.0000</b>	<b>144.9497</b>	<b>144.9497</b>	<b>0.0341</b>	<b>0.0000</b>	<b>145.8015</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2000e-004	0.0360	0.0109	1.6000e-004	5.3300e-003	2.1000e-004	5.5400e-003	1.5400e-003	2.0000e-004	1.7500e-003	0.0000	15.5077	15.5077	3.2000e-004	2.2900e-003	16.1990
Worker	8.8700e-003	5.5500e-003	0.0766	2.5000e-004	0.0311	1.5000e-004	0.0313	8.2800e-003	1.3000e-004	8.4100e-003	0.0000	23.2152	23.2152	5.8000e-004	5.8000e-004	23.4038
<b>Total</b>	<b>9.6900e-003</b>	<b>0.0416</b>	<b>0.0875</b>	<b>4.1000e-004</b>	<b>0.0364</b>	<b>3.6000e-004</b>	<b>0.0368</b>	<b>9.8200e-003</b>	<b>3.3000e-004</b>	<b>0.0102</b>	<b>0.0000</b>	<b>38.7229</b>	<b>38.7229</b>	<b>9.0000e-004</b>	<b>2.8700e-003</b>	<b>39.6028</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0855	0.7794	1.0053	1.6900e-003		0.0330	0.0330		0.0310	0.0310	0.0000	144.9495	144.9495	0.0341	0.0000	145.8013
<b>Total</b>	<b>0.0855</b>	<b>0.7794</b>	<b>1.0053</b>	<b>1.6900e-003</b>		<b>0.0330</b>	<b>0.0330</b>		<b>0.0310</b>	<b>0.0310</b>	<b>0.0000</b>	<b>144.9495</b>	<b>144.9495</b>	<b>0.0341</b>	<b>0.0000</b>	<b>145.8013</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2000e-004	0.0360	0.0109	1.6000e-004	5.3300e-003	2.1000e-004	5.5400e-003	1.5400e-003	2.0000e-004	1.7500e-003	0.0000	15.5077	15.5077	3.2000e-004	2.2900e-003	16.1990
Worker	8.8700e-003	5.5500e-003	0.0766	2.5000e-004	0.0311	1.5000e-004	0.0313	8.2800e-003	1.3000e-004	8.4100e-003	0.0000	23.2152	23.2152	5.8000e-004	5.8000e-004	23.4038
<b>Total</b>	<b>9.6900e-003</b>	<b>0.0416</b>	<b>0.0875</b>	<b>4.1000e-004</b>	<b>0.0364</b>	<b>3.6000e-004</b>	<b>0.0368</b>	<b>9.8200e-003</b>	<b>3.3000e-004</b>	<b>0.0102</b>	<b>0.0000</b>	<b>38.7229</b>	<b>38.7229</b>	<b>9.0000e-004</b>	<b>2.8700e-003</b>	<b>39.6028</b>

**3.6 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0987					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8700e-003	0.0671	0.0933	1.5000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	13.1493	13.1493	7.9000e-004	0.0000	13.1689
<b>Total</b>	<b>0.1086</b>	<b>0.0671</b>	<b>0.0933</b>	<b>1.5000e-004</b>		<b>3.6500e-003</b>	<b>3.6500e-003</b>		<b>3.6500e-003</b>	<b>3.6500e-003</b>	<b>0.0000</b>	<b>13.1493</b>	<b>13.1493</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>13.1689</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2023**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7100e-003	1.1700e-003	0.0149	4.0000e-005	5.2900e-003	3.0000e-005	5.3200e-003	1.4100e-003	3.0000e-005	1.4300e-003	0.0000	4.1462	4.1462	1.2000e-004	1.1000e-004	4.1831
<b>Total</b>	<b>1.7100e-003</b>	<b>1.1700e-003</b>	<b>0.0149</b>	<b>4.0000e-005</b>	<b>5.2900e-003</b>	<b>3.0000e-005</b>	<b>5.3200e-003</b>	<b>1.4100e-003</b>	<b>3.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>	<b>4.1462</b>	<b>4.1462</b>	<b>1.2000e-004</b>	<b>1.1000e-004</b>	<b>4.1831</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0987					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8700e-003	0.0671	0.0933	1.5000e-004		3.6500e-003	3.6500e-003		3.6500e-003	3.6500e-003	0.0000	13.1492	13.1492	7.9000e-004	0.0000	13.1689
<b>Total</b>	<b>0.1086</b>	<b>0.0671</b>	<b>0.0933</b>	<b>1.5000e-004</b>		<b>3.6500e-003</b>	<b>3.6500e-003</b>		<b>3.6500e-003</b>	<b>3.6500e-003</b>	<b>0.0000</b>	<b>13.1492</b>	<b>13.1492</b>	<b>7.9000e-004</b>	<b>0.0000</b>	<b>13.1689</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2023**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7100e-003	1.1700e-003	0.0149	4.0000e-005	5.2900e-003	3.0000e-005	5.3200e-003	1.4100e-003	3.0000e-005	1.4300e-003	0.0000	4.1462	4.1462	1.2000e-004	1.1000e-004	4.1831
<b>Total</b>	<b>1.7100e-003</b>	<b>1.1700e-003</b>	<b>0.0149</b>	<b>4.0000e-005</b>	<b>5.2900e-003</b>	<b>3.0000e-005</b>	<b>5.3200e-003</b>	<b>1.4100e-003</b>	<b>3.0000e-005</b>	<b>1.4300e-003</b>	<b>0.0000</b>	<b>4.1462</b>	<b>4.1462</b>	<b>1.2000e-004</b>	<b>1.1000e-004</b>	<b>4.1831</b>

**3.6 Architectural Coating - 2024**

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2510					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0237	0.1597	0.2371	3.9000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	33.4476	33.4476	1.8800e-003	0.0000	33.4947
<b>Total</b>	<b>0.2747</b>	<b>0.1597</b>	<b>0.2371</b>	<b>3.9000e-004</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>1.8800e-003</b>	<b>0.0000</b>	<b>33.4947</b>



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0800e-003	2.6600e-003	0.0353	1.1000e-004	0.0135	7.0000e-005	0.0135	3.5800e-003	6.0000e-005	3.6400e-003	0.0000	10.2865	10.2865	2.8000e-004	2.7000e-004	10.3738
<b>Total</b>	<b>4.0800e-003</b>	<b>2.6600e-003</b>	<b>0.0353</b>	<b>1.1000e-004</b>	<b>0.0135</b>	<b>7.0000e-005</b>	<b>0.0135</b>	<b>3.5800e-003</b>	<b>6.0000e-005</b>	<b>3.6400e-003</b>	<b>0.0000</b>	<b>10.2865</b>	<b>10.2865</b>	<b>2.8000e-004</b>	<b>2.7000e-004</b>	<b>10.3738</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2510					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0237	0.1597	0.2371	3.9000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	33.4476	33.4476	1.8800e-003	0.0000	33.4947
<b>Total</b>	<b>0.2747</b>	<b>0.1597</b>	<b>0.2371</b>	<b>3.9000e-004</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>		<b>7.9800e-003</b>	<b>7.9800e-003</b>	<b>0.0000</b>	<b>33.4476</b>	<b>33.4476</b>	<b>1.8800e-003</b>	<b>0.0000</b>	<b>33.4947</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0800e-003	2.6600e-003	0.0353	1.1000e-004	0.0135	7.0000e-005	0.0135	3.5800e-003	6.0000e-005	3.6400e-003	0.0000	10.2865	10.2865	2.8000e-004	2.7000e-004	10.3738
<b>Total</b>	<b>4.0800e-003</b>	<b>2.6600e-003</b>	<b>0.0353</b>	<b>1.1000e-004</b>	<b>0.0135</b>	<b>7.0000e-005</b>	<b>0.0135</b>	<b>3.5800e-003</b>	<b>6.0000e-005</b>	<b>3.6400e-003</b>	<b>0.0000</b>	<b>10.2865</b>	<b>10.2865</b>	<b>2.8000e-004</b>	<b>2.7000e-004</b>	<b>10.3738</b>

**3.6 Architectural Coating - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1294					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.0773	0.1221	2.0000e-004		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	17.2345	17.2345	9.4000e-004	0.0000	17.2580
<b>Total</b>	<b>0.1409</b>	<b>0.0773</b>	<b>0.1221</b>	<b>2.0000e-004</b>		<b>3.4800e-003</b>	<b>3.4800e-003</b>		<b>3.4800e-003</b>	<b>3.4800e-003</b>	<b>0.0000</b>	<b>17.2345</b>	<b>17.2345</b>	<b>9.4000e-004</b>	<b>0.0000</b>	<b>17.2580</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2025**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9800e-003	1.2400e-003	0.0171	5.0000e-005	6.9300e-003	3.0000e-005	6.9700e-003	1.8400e-003	3.0000e-005	1.8700e-003	0.0000	5.1737	5.1737	1.3000e-004	1.3000e-004	5.2157
<b>Total</b>	<b>1.9800e-003</b>	<b>1.2400e-003</b>	<b>0.0171</b>	<b>5.0000e-005</b>	<b>6.9300e-003</b>	<b>3.0000e-005</b>	<b>6.9700e-003</b>	<b>1.8400e-003</b>	<b>3.0000e-005</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.1737</b>	<b>5.1737</b>	<b>1.3000e-004</b>	<b>1.3000e-004</b>	<b>5.2157</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1294					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0115	0.0773	0.1221	2.0000e-004		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	17.2344	17.2344	9.4000e-004	0.0000	17.2580
<b>Total</b>	<b>0.1409</b>	<b>0.0773</b>	<b>0.1221</b>	<b>2.0000e-004</b>		<b>3.4800e-003</b>	<b>3.4800e-003</b>		<b>3.4800e-003</b>	<b>3.4800e-003</b>	<b>0.0000</b>	<b>17.2344</b>	<b>17.2344</b>	<b>9.4000e-004</b>	<b>0.0000</b>	<b>17.2580</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2025**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9800e-003	1.2400e-003	0.0171	5.0000e-005	6.9300e-003	3.0000e-005	6.9700e-003	1.8400e-003	3.0000e-005	1.8700e-003	0.0000	5.1737	5.1737	1.3000e-004	1.3000e-004	5.2157
<b>Total</b>	<b>1.9800e-003</b>	<b>1.2400e-003</b>	<b>0.0171</b>	<b>5.0000e-005</b>	<b>6.9300e-003</b>	<b>3.0000e-005</b>	<b>6.9700e-003</b>	<b>1.8400e-003</b>	<b>3.0000e-005</b>	<b>1.8700e-003</b>	<b>0.0000</b>	<b>5.1737</b>	<b>5.1737</b>	<b>1.3000e-004</b>	<b>1.3000e-004</b>	<b>5.2157</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2446	0.2657	2.2262	4.5400e-003	0.5013	3.3900e-003	0.5047	0.1339	3.1600e-003	0.1371	0.0000	429.4531	429.4531	0.0287	0.0209	436.3977
Unmitigated	0.2524	0.2802	2.3450	4.8600e-003	0.5384	3.6100e-003	0.5421	0.1439	3.3600e-003	0.1472	0.0000	460.1871	460.1871	0.0299	0.0220	467.4943

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	632.48	632.48	632.48	1,460,780	1,359,987
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>632.48</b>	<b>632.48</b>	<b>632.48</b>	<b>1,460,780</b>	<b>1,359,987</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High Rise	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820
Other Asphalt Surfaces	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Parking Lot	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820
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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26.2905	26.2905	4.2500e-003	5.2000e-004	26.5504
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26.2905	26.2905	4.2500e-003	5.2000e-004	26.5504
NaturalGas Mitigated	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	29.9677	29.9677	5.7000e-004	5.5000e-004	30.1457
NaturalGas Unmitigated	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	29.9677	29.9677	5.7000e-004	5.5000e-004	30.1457



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - Natural Gas**

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse High Rise	561573	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	29.9677	29.9677	5.7000e-004	5.5000e-004	30.1457
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.0300e-003</b>	<b>0.0259</b>	<b>0.0110</b>	<b>1.7000e-004</b>		<b>2.0900e-003</b>	<b>2.0900e-003</b>		<b>2.0900e-003</b>	<b>2.0900e-003</b>	<b>0.0000</b>	<b>29.9677</b>	<b>29.9677</b>	<b>5.7000e-004</b>	<b>5.5000e-004</b>	<b>30.1457</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse High Rise	561573	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	29.9677	29.9677	5.7000e-004	5.5000e-004	30.1457
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>3.0300e-003</b>	<b>0.0259</b>	<b>0.0110</b>	<b>1.7000e-004</b>		<b>2.0900e-003</b>	<b>2.0900e-003</b>		<b>2.0900e-003</b>	<b>2.0900e-003</b>	<b>0.0000</b>	<b>29.9677</b>	<b>29.9677</b>	<b>5.7000e-004</b>	<b>5.5000e-004</b>	<b>30.1457</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	276448	25.5780	4.1400e-003	5.0000e-004	25.8309
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7700	0.7124	1.2000e-004	1.0000e-005	0.7195
<b>Total</b>		<b>26.2904</b>	<b>4.2600e-003</b>	<b>5.1000e-004</b>	<b>26.5504</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.3 Energy by Land Use - Electricity**

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse High Rise	276448	25.5780	4.1400e-003	5.0000e-004	25.8309
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	7700	0.7124	1.2000e-004	1.0000e-005	0.7195
<b>Total</b>		<b>26.2904</b>	<b>4.2600e-003</b>	<b>5.1000e-004</b>	<b>26.5504</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

No Hearths Installed

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3269	5.7300e-003	0.4976	3.0000e-005		2.7600e-003	2.7600e-003		2.7600e-003	2.7600e-003	0.0000	0.8139	0.8139	7.8000e-004	0.0000	0.8334
Unmitigated	0.4815	9.2900e-003	0.7105	4.5000e-004		0.0332	0.0332		0.0332	0.0332	3.0545	2.0685	5.1230	5.6900e-003	2.0000e-004	5.3250

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0479					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2640					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1546	3.5600e-003	0.2129	4.2000e-004		0.0304	0.0304		0.0304	0.0304	3.0545	1.2546	4.3092	4.9100e-003	2.0000e-004	4.4916
Landscaping	0.0150	5.7300e-003	0.4976	3.0000e-005		2.7600e-003	2.7600e-003		2.7600e-003	2.7600e-003	0.0000	0.8139	0.8139	7.8000e-004	0.0000	0.8334
<b>Total</b>	<b>0.4815</b>	<b>9.2900e-003</b>	<b>0.7105</b>	<b>4.5000e-004</b>		<b>0.0332</b>	<b>0.0332</b>		<b>0.0332</b>	<b>0.0332</b>	<b>3.0545</b>	<b>2.0685</b>	<b>5.1230</b>	<b>5.6900e-003</b>	<b>2.0000e-004</b>	<b>5.3250</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0479					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2640					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0150	5.7300e-003	0.4976	3.0000e-005		2.7600e-003	2.7600e-003		2.7600e-003	2.7600e-003	0.0000	0.8139	0.8139	7.8000e-004	0.0000	0.8334
<b>Total</b>	<b>0.3269</b>	<b>5.7300e-003</b>	<b>0.4976</b>	<b>3.0000e-005</b>		<b>2.7600e-003</b>	<b>2.7600e-003</b>		<b>2.7600e-003</b>	<b>2.7600e-003</b>	<b>0.0000</b>	<b>0.8139</b>	<b>0.8139</b>	<b>7.8000e-004</b>	<b>0.0000</b>	<b>0.8334</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy



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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.2834	0.1427	3.4200e-003	8.8690
Unmitigated	4.4616	0.1427	3.4200e-003	9.0490

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	4.36532 / 2.75205	4.4616	0.1427	3.4200e-003	9.0490
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>4.4616</b>	<b>0.1427</b>	<b>3.4200e-003</b>	<b>9.0490</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse High Rise	4.36532 / 2.20164	4.2834	0.1427	3.4200e-003	8.8690
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>4.2834</b>	<b>0.1427</b>	<b>3.4200e-003</b>	<b>8.8690</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.2562	0.3697	0.0000	15.4994
Unmitigated	6.2562	0.3697	0.0000	15.4994

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	30.82	6.2562	0.3697	0.0000	15.4994
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>6.2562</b>	<b>0.3697</b>	<b>0.0000</b>	<b>15.4994</b>

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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.2 Waste by Land Use**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse High Rise	30.82	6.2562	0.3697	0.0000	15.4994
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>6.2562</b>	<b>0.3697</b>	<b>0.0000</b>	<b>15.4994</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**11.0 Vegetation**

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Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Manzanita Park  
Bay Area AQMD Air District, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	67.00	Dwelling Unit	5.63	67,000.00	192
Parking Lot	55.00	Space	0.20	22,000.00	0
Other Asphalt Surfaces	13.70	1000sqft	0.31	13,700.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	4			<b>Operational Year</b>	2025
<b>Utility Company</b>	Pacific Gas and Electric Company				
<b>CO2 Intensity (lb/MW hr)</b>	203.98	<b>CH4 Intensity (lb/MW hr)</b>	0.033	<b>N2O Intensity (lb/MW hr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Lot acreage adjusted based on site plan.

Other Asphalt Surfaces used to represent widening of Monterey Road.

Construction Phase - Phase timing adjusted per applicant-provided questionnaire.

Grading -

Vehicle Trips - Trip generation rate updated per ITE Manual 10th Ed.

Mobile Land Use Mitigation - Project would improve pedestrian network connectivity, and it sited 0.4-mi from bus stop.

Area Mitigation - No hearths, as noted on applicant-provided questionnaire.

Water Mitigation - Water conservation strategy applied to reflect compliance with MWEL0.

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	500.00
tblConstructionPhase	NumDays	230.00	500.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	10.00	45.00
tblConstructionPhase	PhaseEndDate	5/21/2024	7/8/2025
tblConstructionPhase	PhaseEndDate	3/26/2024	6/24/2025
tblConstructionPhase	PhaseEndDate	5/9/2023	7/4/2023
tblConstructionPhase	PhaseEndDate	4/23/2024	7/25/2023
tblConstructionPhase	PhaseEndDate	4/11/2023	5/2/2023
tblConstructionPhase	PhaseStartDate	4/24/2024	8/9/2023
tblConstructionPhase	PhaseStartDate	5/10/2023	7/26/2023
tblConstructionPhase	PhaseStartDate	4/12/2023	5/3/2023
tblConstructionPhase	PhaseStartDate	3/27/2024	7/5/2023
tblConstructionPhase	PhaseStartDate	3/29/2023	3/1/2023
tblLandUse	LotAcreage	1.05	5.63
tblLandUse	LotAcreage	0.49	0.20
tblVehicleTrips	ST_TR	4.91	9.44
tblVehicleTrips	SU_TR	4.09	9.44
tblVehicleTrips	WD_TR	5.44	9.44

**2.0 Emissions Summary**

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Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.9005	27.5521	20.0500	0.0394	19.8049	1.2668	21.0716	10.1417	1.1654	11.3071	0.0000	3,818.500 2	3,818.500 2	1.1959	0.0549	3,849.324 2
2024	3.7745	15.3259	19.8445	0.0378	0.7124	0.6806	1.3930	0.1910	0.6438	0.8347	0.0000	3,655.615 6	3,655.615 6	0.6386	0.0534	3,687.489 0
2025	3.6484	14.2659	19.6519	0.0375	0.7124	0.5853	1.2977	0.1910	0.5536	0.7446	0.0000	3,638.463 2	3,638.463 2	0.6335	0.0519	3,669.757 8
<b>Maximum</b>	<b>3.9005</b>	<b>27.5521</b>	<b>20.0500</b>	<b>0.0394</b>	<b>19.8049</b>	<b>1.2668</b>	<b>21.0716</b>	<b>10.1417</b>	<b>1.1654</b>	<b>11.3071</b>	<b>0.0000</b>	<b>3,818.500 2</b>	<b>3,818.500 2</b>	<b>1.1959</b>	<b>0.0549</b>	<b>3,849.324 2</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.9005	27.5521	20.0500	0.0394	19.8049	1.2668	21.0716	10.1417	1.1654	11.3071	0.0000	3,818.500 2	3,818.500 2	1.1959	0.0549	3,849.324 2
2024	3.7745	15.3259	19.8445	0.0378	0.7124	0.6806	1.3930	0.1910	0.6438	0.8347	0.0000	3,655.615 6	3,655.615 6	0.6386	0.0534	3,687.489 0
2025	3.6484	14.2659	19.6519	0.0375	0.7124	0.5853	1.2977	0.1910	0.5536	0.7446	0.0000	3,638.463 2	3,638.463 2	0.6335	0.0519	3,669.757 8
<b>Maximum</b>	<b>3.9005</b>	<b>27.5521</b>	<b>20.0500</b>	<b>0.0394</b>	<b>19.8049</b>	<b>1.2668</b>	<b>21.0716</b>	<b>10.1417</b>	<b>1.1654</b>	<b>11.3071</b>	<b>0.0000</b>	<b>3,818.500 2</b>	<b>3,818.500 2</b>	<b>1.1959</b>	<b>0.0549</b>	<b>3,849.324 2</b>



Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	29.4298	0.6728	41.9342	0.0704		5.1989	5.1989		5.1989	5.1989	560.8467	258.2622	819.1089	0.7771	0.0396	850.3487
Energy	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Mobile	1.5467	1.4165	12.8055	0.0282	3.0748	0.0198	3.0946	0.8189	0.0185	0.8374		2,937.2111	2,937.2111	0.1695	0.1266	2,979.1648
<b>Total</b>	<b>30.9931</b>	<b>2.2312</b>	<b>54.8000</b>	<b>0.0995</b>	<b>3.0748</b>	<b>5.2302</b>	<b>8.3049</b>	<b>0.8189</b>	<b>5.2288</b>	<b>6.0478</b>	<b>560.8467</b>	<b>3,376.4798</b>	<b>3,937.3265</b>	<b>0.9501</b>	<b>0.1695</b>	<b>4,011.5956</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8754	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	9.9680	9.9680	9.5700e-003	0.0000	10.2073
Energy	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Mobile	1.5045	1.3435	12.1094	0.0263	2.8626	0.0186	2.8812	0.7624	0.0174	0.7798		2,740.6186	2,740.6186	0.1621	0.1201	2,780.4573
<b>Total</b>	<b>3.3965</b>	<b>1.5489</b>	<b>17.6991</b>	<b>0.0275</b>	<b>2.8626</b>	<b>0.0608</b>	<b>2.9234</b>	<b>0.7624</b>	<b>0.0595</b>	<b>0.8219</b>	<b>0.0000</b>	<b>2,931.5931</b>	<b>2,931.5931</b>	<b>0.1752</b>	<b>0.1234</b>	<b>2,972.7467</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	89.04	30.58	67.70	72.38	6.90	98.84	64.80	6.90	98.86	86.41	100.00	13.18	25.54	81.56	27.20	25.90

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2023	5/2/2023	5	45	
2	Paving	Paving	7/5/2023	7/25/2023	5	15	
3	Grading	Grading	5/3/2023	7/4/2023	5	45	
4	Building Construction	Building Construction	7/26/2023	6/24/2025	5	500	
5	Architectural Coating	Architectural Coating	8/9/2023	7/8/2025	5	500	

**Acres of Grading (Site Preparation Phase): 67.5**

**Acres of Grading (Grading Phase): 45**

**Acres of Paving: 0.51**

**Residential Indoor: 135,675; Residential Outdoor: 45,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,142 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	63.00	13.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Site Preparation - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.308 1	3,687.308 1	1.1926		3,717.121 9
<b>Total</b>	<b>2.6595</b>	<b>27.5242</b>	<b>18.2443</b>	<b>0.0381</b>	<b>19.6570</b>	<b>1.2660</b>	<b>20.9230</b>	<b>10.1025</b>	<b>1.1647</b>	<b>11.2672</b>		<b>3,687.308 1</b>	<b>3,687.308 1</b>	<b>1.1926</b>		<b>3,717.121 9</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0487	0.0280	0.4303	1.2800e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		131.1921	131.1921	3.3100e-003	3.1100e-003	132.2023
<b>Total</b>	<b>0.0487</b>	<b>0.0280</b>	<b>0.4303</b>	<b>1.2800e-003</b>	<b>0.1479</b>	<b>7.3000e-004</b>	<b>0.1486</b>	<b>0.0392</b>	<b>6.8000e-004</b>	<b>0.0399</b>		<b>131.1921</b>	<b>131.1921</b>	<b>3.3100e-003</b>	<b>3.1100e-003</b>	<b>132.2023</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Site Preparation - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
<b>Total</b>	<b>2.6595</b>	<b>27.5242</b>	<b>18.2443</b>	<b>0.0381</b>	<b>19.6570</b>	<b>1.2660</b>	<b>20.9230</b>	<b>10.1025</b>	<b>1.1647</b>	<b>11.2672</b>	<b>0.0000</b>	<b>3,687.308 1</b>	<b>3,687.308 1</b>	<b>1.1926</b>		<b>3,717.121 9</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0487	0.0280	0.4303	1.2800e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		131.1921	131.1921	3.3100e-003	3.1100e-003	132.2023
<b>Total</b>	<b>0.0487</b>	<b>0.0280</b>	<b>0.4303</b>	<b>1.2800e-003</b>	<b>0.1479</b>	<b>7.3000e-004</b>	<b>0.1486</b>	<b>0.0392</b>	<b>6.8000e-004</b>	<b>0.0399</b>		<b>131.1921</b>	<b>131.1921</b>	<b>3.3100e-003</b>	<b>3.1100e-003</b>	<b>132.2023</b>



Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Paving - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1218</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0406	0.0233	0.3586	1.0700e-003	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		109.3267	109.3267	2.7600e-003	2.5900e-003	110.1686
<b>Total</b>	<b>0.0406</b>	<b>0.0233</b>	<b>0.3586</b>	<b>1.0700e-003</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>109.3267</b>	<b>109.3267</b>	<b>2.7600e-003</b>	<b>2.5900e-003</b>	<b>110.1686</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Paving - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1218</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0406	0.0233	0.3586	1.0700e-003	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		109.3267	109.3267	2.7600e-003	2.5900e-003	110.1686
<b>Total</b>	<b>0.0406</b>	<b>0.0233</b>	<b>0.3586</b>	<b>1.0700e-003</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>109.3267</b>	<b>109.3267</b>	<b>2.7600e-003</b>	<b>2.5900e-003</b>	<b>110.1686</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
<b>Total</b>	<b>1.7109</b>	<b>17.9359</b>	<b>14.7507</b>	<b>0.0297</b>	<b>7.0826</b>	<b>0.7749</b>	<b>7.8575</b>	<b>3.4247</b>	<b>0.7129</b>	<b>4.1377</b>		<b>2,872.6910</b>	<b>2,872.6910</b>	<b>0.9291</b>		<b>2,895.9182</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0406	0.0233	0.3586	1.0700e-003	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		109.3267	109.3267	2.7600e-003	2.5900e-003	110.1686
<b>Total</b>	<b>0.0406</b>	<b>0.0233</b>	<b>0.3586</b>	<b>1.0700e-003</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>109.3267</b>	<b>109.3267</b>	<b>2.7600e-003</b>	<b>2.5900e-003</b>	<b>110.1686</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
<b>Total</b>	<b>1.7109</b>	<b>17.9359</b>	<b>14.7507</b>	<b>0.0297</b>	<b>7.0826</b>	<b>0.7749</b>	<b>7.8575</b>	<b>3.4247</b>	<b>0.7129</b>	<b>4.1377</b>	<b>0.0000</b>	<b>2,872.6910</b>	<b>2,872.6910</b>	<b>0.9291</b>		<b>2,895.9182</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0406	0.0233	0.3586	1.0700e-003	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		109.3267	109.3267	2.7600e-003	2.5900e-003	110.1686
<b>Total</b>	<b>0.0406</b>	<b>0.0233</b>	<b>0.3586</b>	<b>1.0700e-003</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>109.3267</b>	<b>109.3267</b>	<b>2.7600e-003</b>	<b>2.5900e-003</b>	<b>110.1686</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0141	0.5576	0.1781	2.6300e-003	0.0880	3.3800e-003	0.0914	0.0254	3.2300e-003	0.0286		282.6993	282.6993	5.7900e-003	0.0418	295.2979
Worker	0.1704	0.0979	1.5060	4.4900e-003	0.5175	2.5700e-003	0.5201	0.1373	2.3600e-003	0.1396		459.1723	459.1723	0.0116	0.0109	462.7081
<b>Total</b>	<b>0.1846</b>	<b>0.6555</b>	<b>1.6841</b>	<b>7.1200e-003</b>	<b>0.6056</b>	<b>5.9500e-003</b>	<b>0.6115</b>	<b>0.1626</b>	<b>5.5900e-003</b>	<b>0.1682</b>		<b>741.8716</b>	<b>741.8716</b>	<b>0.0174</b>	<b>0.0527</b>	<b>758.0060</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0141	0.5576	0.1781	2.6300e-003	0.0880	3.3800e-003	0.0914	0.0254	3.2300e-003	0.0286		282.6993	282.6993	5.7900e-003	0.0418	295.2979
Worker	0.1704	0.0979	1.5060	4.4900e-003	0.5175	2.5700e-003	0.5201	0.1373	2.3600e-003	0.1396		459.1723	459.1723	0.0116	0.0109	462.7081
<b>Total</b>	<b>0.1846</b>	<b>0.6555</b>	<b>1.6841</b>	<b>7.1200e-003</b>	<b>0.6056</b>	<b>5.9500e-003</b>	<b>0.6115</b>	<b>0.1626</b>	<b>5.5900e-003</b>	<b>0.1682</b>		<b>741.8716</b>	<b>741.8716</b>	<b>0.0174</b>	<b>0.0527</b>	<b>758.0060</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>		<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0138	0.5578	0.1743	2.5900e-003	0.0881	3.4000e-003	0.0915	0.0254	3.2600e-003	0.0286		278.2902	278.2902	5.7500e-003	0.0411	290.6923
Worker	0.1592	0.0874	1.4037	4.3400e-003	0.5175	2.4400e-003	0.5200	0.1373	2.2500e-003	0.1395		447.7795	447.7795	0.0105	0.0102	451.0674
<b>Total</b>	<b>0.1729</b>	<b>0.6452</b>	<b>1.5779</b>	<b>6.9300e-003</b>	<b>0.6056</b>	<b>5.8400e-003</b>	<b>0.6114</b>	<b>0.1626</b>	<b>5.5100e-003</b>	<b>0.1681</b>		<b>726.0697</b>	<b>726.0697</b>	<b>0.0162</b>	<b>0.0513</b>	<b>741.7597</b>



Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>	<b>0.0000</b>	<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0138	0.5578	0.1743	2.5900e-003	0.0881	3.4000e-003	0.0915	0.0254	3.2600e-003	0.0286		278.2902	278.2902	5.7500e-003	0.0411	290.6923
Worker	0.1592	0.0874	1.4037	4.3400e-003	0.5175	2.4400e-003	0.5200	0.1373	2.2500e-003	0.1395		447.7795	447.7795	0.0105	0.0102	451.0674
<b>Total</b>	<b>0.1729</b>	<b>0.6452</b>	<b>1.5779</b>	<b>6.9300e-003</b>	<b>0.6056</b>	<b>5.8400e-003</b>	<b>0.6114</b>	<b>0.1626</b>	<b>5.5100e-003</b>	<b>0.1681</b>		<b>726.0697</b>	<b>726.0697</b>	<b>0.0162</b>	<b>0.0513</b>	<b>741.7597</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0134	0.5558	0.1712	2.5500e-003	0.0881	3.4000e-003	0.0915	0.0254	3.2600e-003	0.0286		273.3376	273.3376	5.7200e-003	0.0404	285.5158
Worker	0.1495	0.0788	1.3155	4.1900e-003	0.5175	2.3400e-003	0.5199	0.1373	2.1500e-003	0.1394		437.0237	437.0237	9.5000e-003	9.5200e-003	440.0982
<b>Total</b>	<b>0.1629</b>	<b>0.6345</b>	<b>1.4867</b>	<b>6.7400e-003</b>	<b>0.6056</b>	<b>5.7400e-003</b>	<b>0.6113</b>	<b>0.1626</b>	<b>5.4100e-003</b>	<b>0.1680</b>		<b>710.3613</b>	<b>710.3613</b>	<b>0.0152</b>	<b>0.0499</b>	<b>725.6140</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0134	0.5558	0.1712	2.5500e-003	0.0881	3.4000e-003	0.0915	0.0254	3.2600e-003	0.0286		273.3376	273.3376	5.7200e-003	0.0404	285.5158
Worker	0.1495	0.0788	1.3155	4.1900e-003	0.5175	2.3400e-003	0.5199	0.1373	2.1500e-003	0.1394		437.0237	437.0237	9.5000e-003	9.5200e-003	440.0982
<b>Total</b>	<b>0.1629</b>	<b>0.6345</b>	<b>1.4867</b>	<b>6.7400e-003</b>	<b>0.6056</b>	<b>5.7400e-003</b>	<b>0.6113</b>	<b>0.1626</b>	<b>5.4100e-003</b>	<b>0.1680</b>		<b>710.3613</b>	<b>710.3613</b>	<b>0.0152</b>	<b>0.0499</b>	<b>725.6140</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>2.1080</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
<b>Total</b>	<b>0.0352</b>	<b>0.0202</b>	<b>0.3108</b>	<b>9.3000e-004</b>	<b>0.1068</b>	<b>5.3000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.9000e-004</b>	<b>0.0288</b>		<b>94.7498</b>	<b>94.7498</b>	<b>2.3900e-003</b>	<b>2.2500e-003</b>	<b>95.4794</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>2.1080</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0202	0.3108	9.3000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		94.7498	94.7498	2.3900e-003	2.2500e-003	95.4794
<b>Total</b>	<b>0.0352</b>	<b>0.0202</b>	<b>0.3108</b>	<b>9.3000e-004</b>	<b>0.1068</b>	<b>5.3000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.9000e-004</b>	<b>0.0288</b>		<b>94.7498</b>	<b>94.7498</b>	<b>2.3900e-003</b>	<b>2.2500e-003</b>	<b>95.4794</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.0971</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0329	0.0180	0.2896	9.0000e-004	0.1068	5.0000e-004	0.1073	0.0283	4.6000e-004	0.0288		92.3990	92.3990	2.1600e-003	2.1000e-003	93.0774
<b>Total</b>	<b>0.0329</b>	<b>0.0180</b>	<b>0.2896</b>	<b>9.0000e-004</b>	<b>0.1068</b>	<b>5.0000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.6000e-004</b>	<b>0.0288</b>		<b>92.3990</b>	<b>92.3990</b>	<b>2.1600e-003</b>	<b>2.1000e-003</b>	<b>93.0774</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.0971</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0329	0.0180	0.2896	9.0000e-004	0.1068	5.0000e-004	0.1073	0.0283	4.6000e-004	0.0288		92.3990	92.3990	2.1600e-003	2.1000e-003	93.0774
<b>Total</b>	<b>0.0329</b>	<b>0.0180</b>	<b>0.2896</b>	<b>9.0000e-004</b>	<b>0.1068</b>	<b>5.0000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.6000e-004</b>	<b>0.0288</b>		<b>92.3990</b>	<b>92.3990</b>	<b>2.1600e-003</b>	<b>2.1000e-003</b>	<b>93.0774</b>



Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>2.0872</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0163	0.2715	8.7000e-004	0.1068	4.8000e-004	0.1073	0.0283	4.4000e-004	0.0288		90.1795	90.1795	1.9600e-003	1.9600e-003	90.8139
<b>Total</b>	<b>0.0309</b>	<b>0.0163</b>	<b>0.2715</b>	<b>8.7000e-004</b>	<b>0.1068</b>	<b>4.8000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.4000e-004</b>	<b>0.0288</b>		<b>90.1795</b>	<b>90.1795</b>	<b>1.9600e-003</b>	<b>1.9600e-003</b>	<b>90.8139</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>2.0872</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0163	0.2715	8.7000e-004	0.1068	4.8000e-004	0.1073	0.0283	4.4000e-004	0.0288		90.1795	90.1795	1.9600e-003	1.9600e-003	90.8139
<b>Total</b>	<b>0.0309</b>	<b>0.0163</b>	<b>0.2715</b>	<b>8.7000e-004</b>	<b>0.1068</b>	<b>4.8000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.4000e-004</b>	<b>0.0288</b>		<b>90.1795</b>	<b>90.1795</b>	<b>1.9600e-003</b>	<b>1.9600e-003</b>	<b>90.8139</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5045	1.3435	12.1094	0.0263	2.8626	0.0186	2.8812	0.7624	0.0174	0.7798		2,740.6186	2,740.6186	0.1621	0.1201	2,780.4573
Unmitigated	1.5467	1.4165	12.8055	0.0282	3.0748	0.0198	3.0946	0.8189	0.0185	0.8374		2,937.2111	2,937.2111	0.1695	0.1266	2,979.1648

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	632.48	632.48	632.48	1,460,780	1,359,987
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>632.48</b>	<b>632.48</b>	<b>632.48</b>	<b>1,460,780</b>	<b>1,359,987</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High Rise	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820
Other Asphalt Surfaces	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820
Parking Lot	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
NaturalGas Unmitigated	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse High Rise	1538.55	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0166</b>	<b>0.1418</b>	<b>0.0603</b>	<b>9.1000e-004</b>		<b>0.0115</b>	<b>0.0115</b>		<b>0.0115</b>	<b>0.0115</b>		<b>181.0065</b>	<b>181.0065</b>	<b>3.4700e-003</b>	<b>3.3200e-003</b>	<b>182.0821</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse High Rise	1.53855	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0166</b>	<b>0.1418</b>	<b>0.0603</b>	<b>9.1000e-004</b>		<b>0.0115</b>	<b>0.0115</b>		<b>0.0115</b>	<b>0.0115</b>		<b>181.0065</b>	<b>181.0065</b>	<b>3.4700e-003</b>	<b>3.3200e-003</b>	<b>182.0821</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

No Hearths Installed

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8754	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	9.9680	9.9680	9.5700e-003	0.0000	10.2073
Unmitigated	29.4298	0.6728	41.9342	0.0704		5.1989	5.1989		5.1989	5.1989	560.8467	258.2622	819.1089	0.7771	0.0396	850.3487

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	27.5544	0.6092	36.4048	0.0701		5.1682	5.1682		5.1682	5.1682	560.8467	248.2941	809.1408	0.7675	0.0396	840.1414
Landscaping	0.1665	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307		9.9680	9.9680	9.5700e-003		10.2073
<b>Total</b>	<b>29.4298</b>	<b>0.6728</b>	<b>41.9342</b>	<b>0.0704</b>		<b>5.1989</b>	<b>5.1989</b>		<b>5.1989</b>	<b>5.1989</b>	<b>560.8467</b>	<b>258.2622</b>	<b>819.1089</b>	<b>0.7771</b>	<b>0.0396</b>	<b>850.3487</b>

Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1665	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307		9.9680	9.9680	9.5700e-003		10.2073
<b>Total</b>	<b>1.8754</b>	<b>0.0637</b>	<b>5.5293</b>	<b>2.9000e-004</b>		<b>0.0307</b>	<b>0.0307</b>		<b>0.0307</b>	<b>0.0307</b>	<b>0.0000</b>	<b>9.9680</b>	<b>9.9680</b>	<b>9.5700e-003</b>	<b>0.0000</b>	<b>10.2073</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy



Manzanita Park - Bay Area AQMD Air District, Summer

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**Manzanita Park**  
**Bay Area AQMD Air District, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse High Rise	67.00	Dwelling Unit	5.63	67,000.00	192
Parking Lot	55.00	Space	0.20	22,000.00	0
Other Asphalt Surfaces	13.70	1000sqft	0.31	13,700.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	64
<b>Climate Zone</b>	4			<b>Operational Year</b>	2025
<b>Utility Company</b>	Pacific Gas and Electric Company				
<b>CO2 Intensity (lb/MWhr)</b>	203.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Lot acreage adjusted based on site plan.

Other Asphalt Surfaces used to represent widening of Monterey Road.

Construction Phase - Phase timing adjusted per applicant-provided questionnaire.

Grading -

Vehicle Trips - Trip generation rate updated per ITE Manual 10th Ed.

Mobile Land Use Mitigation - Project would improve pedestrian network connectivity, and it sited 0.4-mi from bus stop.

Area Mitigation - No hearths, as noted on applicant-provided questionnaire.

Water Mitigation - Water conservation strategy applied to reflect compliance with MWEL0.

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	500.00
tblConstructionPhase	NumDays	230.00	500.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	10.00	45.00
tblConstructionPhase	PhaseEndDate	5/21/2024	7/8/2025
tblConstructionPhase	PhaseEndDate	3/26/2024	6/24/2025
tblConstructionPhase	PhaseEndDate	5/9/2023	7/4/2023
tblConstructionPhase	PhaseEndDate	4/23/2024	7/25/2023
tblConstructionPhase	PhaseEndDate	4/11/2023	5/2/2023
tblConstructionPhase	PhaseStartDate	4/24/2024	8/9/2023
tblConstructionPhase	PhaseStartDate	5/10/2023	7/26/2023
tblConstructionPhase	PhaseStartDate	4/12/2023	5/3/2023
tblConstructionPhase	PhaseStartDate	3/27/2024	7/5/2023
tblConstructionPhase	PhaseStartDate	3/29/2023	3/1/2023
tblLandUse	LotAcreage	1.05	5.63
tblLandUse	LotAcreage	0.49	0.20
tblVehicleTrips	ST_TR	4.91	9.44
tblVehicleTrips	SU_TR	4.09	9.44
tblVehicleTrips	WD_TR	5.44	9.44

**2.0 Emissions Summary**

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Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.9053	27.5587	19.9793	0.0393	19.8049	1.2668	21.0716	10.1417	1.1654	11.3071	0.0000	3,809.2010	3,809.2010	1.1963	0.0570	3,840.1764
2024	3.7797	15.3829	19.7848	0.0374	0.7124	0.6806	1.3930	0.1910	0.6438	0.8348	0.0000	3,617.8149	3,617.8149	0.6403	0.0553	3,650.3118
2025	3.6539	14.3204	19.6005	0.0372	0.7124	0.5853	1.2977	0.1910	0.5536	0.7446	0.0000	3,601.6492	3,601.6492	0.6351	0.0537	3,633.5275
<b>Maximum</b>	<b>3.9053</b>	<b>27.5587</b>	<b>19.9793</b>	<b>0.0393</b>	<b>19.8049</b>	<b>1.2668</b>	<b>21.0716</b>	<b>10.1417</b>	<b>1.1654</b>	<b>11.3071</b>	<b>0.0000</b>	<b>3,809.2010</b>	<b>3,809.2010</b>	<b>1.1963</b>	<b>0.0570</b>	<b>3,840.1764</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.9053	27.5587	19.9793	0.0393	19.8049	1.2668	21.0716	10.1417	1.1654	11.3071	0.0000	3,809.2010	3,809.2010	1.1963	0.0570	3,840.1764
2024	3.7797	15.3829	19.7848	0.0374	0.7124	0.6806	1.3930	0.1910	0.6438	0.8348	0.0000	3,617.8149	3,617.8149	0.6403	0.0553	3,650.3118
2025	3.6539	14.3204	19.6005	0.0372	0.7124	0.5853	1.2977	0.1910	0.5536	0.7446	0.0000	3,601.6492	3,601.6492	0.6351	0.0537	3,633.5275
<b>Maximum</b>	<b>3.9053</b>	<b>27.5587</b>	<b>19.9793</b>	<b>0.0393</b>	<b>19.8049</b>	<b>1.2668</b>	<b>21.0716</b>	<b>10.1417</b>	<b>1.1654</b>	<b>11.3071</b>	<b>0.0000</b>	<b>3,809.2010</b>	<b>3,809.2010</b>	<b>1.1963</b>	<b>0.0570</b>	<b>3,840.1764</b>



Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	29.4298	0.6728	41.9342	0.0704		5.1989	5.1989		5.1989	5.1989	560.8467	258.2622	819.1089	0.7771	0.0396	850.3487
Energy	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Mobile	1.3878	1.6278	13.7586	0.0266	3.0748	0.0199	3.0946	0.8189	0.0185	0.8374		2,774.1878	2,774.1878	0.1920	0.1386	2,820.2857
<b>Total</b>	<b>30.8343</b>	<b>2.4424</b>	<b>55.7532</b>	<b>0.0979</b>	<b>3.0748</b>	<b>5.2302</b>	<b>8.3049</b>	<b>0.8189</b>	<b>5.2288</b>	<b>6.0478</b>	<b>560.8467</b>	<b>3,213.4565</b>	<b>3,774.3032</b>	<b>0.9726</b>	<b>0.1815</b>	<b>3,852.7165</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8754	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	9.9680	9.9680	9.5700e-003	0.0000	10.2073
Energy	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Mobile	1.3434	1.5443	13.0850	0.0248	2.8626	0.0186	2.8812	0.7624	0.0174	0.7798		2,589.0328	2,589.0328	0.1845	0.1316	2,632.8642
<b>Total</b>	<b>3.2354</b>	<b>1.7497</b>	<b>18.6747</b>	<b>0.0260</b>	<b>2.8626</b>	<b>0.0608</b>	<b>2.9234</b>	<b>0.7624</b>	<b>0.0595</b>	<b>0.8219</b>	<b>0.0000</b>	<b>2,780.0073</b>	<b>2,780.0073</b>	<b>0.1975</b>	<b>0.1349</b>	<b>2,825.1536</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	89.51	28.36	66.50	73.42	6.90	98.84	64.80	6.90	98.86	86.41	100.00	13.49	26.34	79.69	25.67	26.67

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2023	5/2/2023	5	45	
2	Paving	Paving	7/5/2023	7/25/2023	5	15	
3	Grading	Grading	5/3/2023	7/4/2023	5	45	
4	Building Construction	Building Construction	7/26/2023	6/24/2025	5	500	
5	Architectural Coating	Architectural Coating	8/9/2023	7/8/2025	5	500	

**Acres of Grading (Site Preparation Phase): 67.5**

**Acres of Grading (Grading Phase): 45**

**Acres of Paving: 0.51**

**Residential Indoor: 135,675; Residential Outdoor: 45,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,142 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	63.00	13.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Site Preparation - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
<b>Total</b>	<b>2.6595</b>	<b>27.5242</b>	<b>18.2443</b>	<b>0.0381</b>	<b>19.6570</b>	<b>1.2660</b>	<b>20.9230</b>	<b>10.1025</b>	<b>1.1647</b>	<b>11.2672</b>		<b>3,687.3081</b>	<b>3,687.3081</b>	<b>1.1926</b>		<b>3,717.1219</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546
<b>Total</b>	<b>0.0499</b>	<b>0.0345</b>	<b>0.4121</b>	<b>1.1900e-003</b>	<b>0.1479</b>	<b>7.3000e-004</b>	<b>0.1486</b>	<b>0.0392</b>	<b>6.8000e-004</b>	<b>0.0399</b>		<b>121.8929</b>	<b>121.8929</b>	<b>3.7600e-003</b>	<b>3.5800e-003</b>	<b>123.0546</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.2 Site Preparation - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381		1.2660	1.2660		1.1647	1.1647	0.0000	3,687.308 1	3,687.308 1	1.1926		3,717.121 9
<b>Total</b>	<b>2.6595</b>	<b>27.5242</b>	<b>18.2443</b>	<b>0.0381</b>	<b>19.6570</b>	<b>1.2660</b>	<b>20.9230</b>	<b>10.1025</b>	<b>1.1647</b>	<b>11.2672</b>	<b>0.0000</b>	<b>3,687.308 1</b>	<b>3,687.308 1</b>	<b>1.1926</b>		<b>3,717.121 9</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546
<b>Total</b>	<b>0.0499</b>	<b>0.0345</b>	<b>0.4121</b>	<b>1.1900e-003</b>	<b>0.1479</b>	<b>7.3000e-004</b>	<b>0.1486</b>	<b>0.0392</b>	<b>6.8000e-004</b>	<b>0.0399</b>		<b>121.8929</b>	<b>121.8929</b>	<b>3.7600e-003</b>	<b>3.5800e-003</b>	<b>123.0546</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Paving - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1218</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>		<b>2,207.5841</b>	<b>2,207.5841</b>	<b>0.7140</b>		<b>2,225.4336</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0416	0.0288	0.3434	9.9000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		101.5775	101.5775	3.1300e-003	2.9900e-003	102.5455
<b>Total</b>	<b>0.0416</b>	<b>0.0288</b>	<b>0.3434</b>	<b>9.9000e-004</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>101.5775</b>	<b>101.5775</b>	<b>3.1300e-003</b>	<b>2.9900e-003</b>	<b>102.5455</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.3 Paving - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>1.1218</b>	<b>10.1917</b>	<b>14.5842</b>	<b>0.0228</b>		<b>0.5102</b>	<b>0.5102</b>		<b>0.4694</b>	<b>0.4694</b>	<b>0.0000</b>	<b>2,207.584 1</b>	<b>2,207.584 1</b>	<b>0.7140</b>		<b>2,225.433 6</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0416	0.0288	0.3434	9.9000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		101.5775	101.5775	3.1300e-003	2.9900e-003	102.5455
<b>Total</b>	<b>0.0416</b>	<b>0.0288</b>	<b>0.3434</b>	<b>9.9000e-004</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>101.5775</b>	<b>101.5775</b>	<b>3.1300e-003</b>	<b>2.9900e-003</b>	<b>102.5455</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
<b>Total</b>	<b>1.7109</b>	<b>17.9359</b>	<b>14.7507</b>	<b>0.0297</b>	<b>7.0826</b>	<b>0.7749</b>	<b>7.8575</b>	<b>3.4247</b>	<b>0.7129</b>	<b>4.1377</b>		<b>2,872.6910</b>	<b>2,872.6910</b>	<b>0.9291</b>		<b>2,895.9182</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0416	0.0288	0.3434	9.9000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		101.5775	101.5775	3.1300e-003	2.9900e-003	102.5455
<b>Total</b>	<b>0.0416</b>	<b>0.0288</b>	<b>0.3434</b>	<b>9.9000e-004</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>101.5775</b>	<b>101.5775</b>	<b>3.1300e-003</b>	<b>2.9900e-003</b>	<b>102.5455</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.4 Grading - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297		0.7749	0.7749		0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
<b>Total</b>	<b>1.7109</b>	<b>17.9359</b>	<b>14.7507</b>	<b>0.0297</b>	<b>7.0826</b>	<b>0.7749</b>	<b>7.8575</b>	<b>3.4247</b>	<b>0.7129</b>	<b>4.1377</b>	<b>0.0000</b>	<b>2,872.6910</b>	<b>2,872.6910</b>	<b>0.9291</b>		<b>2,895.9182</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0416	0.0288	0.3434	9.9000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		101.5775	101.5775	3.1300e-003	2.9900e-003	102.5455
<b>Total</b>	<b>0.0416</b>	<b>0.0288</b>	<b>0.3434</b>	<b>9.9000e-004</b>	<b>0.1232</b>	<b>6.1000e-004</b>	<b>0.1238</b>	<b>0.0327</b>	<b>5.6000e-004</b>	<b>0.0333</b>		<b>101.5775</b>	<b>101.5775</b>	<b>3.1300e-003</b>	<b>2.9900e-003</b>	<b>102.5455</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>		<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0137	0.5900	0.1841	2.6400e-003	0.0880	3.3900e-003	0.0914	0.0254	3.2400e-003	0.0286		283.1037	283.1037	5.7500e-003	0.0419	295.7331
Worker	0.1748	0.1208	1.4424	4.1700e-003	0.5175	2.5700e-003	0.5201	0.1373	2.3600e-003	0.1396		426.6253	426.6253	0.0132	0.0125	430.6911
<b>Total</b>	<b>0.1884</b>	<b>0.7108</b>	<b>1.6266</b>	<b>6.8100e-003</b>	<b>0.6056</b>	<b>5.9600e-003</b>	<b>0.6115</b>	<b>0.1626</b>	<b>5.6000e-003</b>	<b>0.1682</b>		<b>709.7290</b>	<b>709.7290</b>	<b>0.0189</b>	<b>0.0544</b>	<b>726.4242</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
<b>Total</b>	<b>1.5728</b>	<b>14.3849</b>	<b>16.2440</b>	<b>0.0269</b>		<b>0.6997</b>	<b>0.6997</b>		<b>0.6584</b>	<b>0.6584</b>	<b>0.0000</b>	<b>2,555.2099</b>	<b>2,555.2099</b>	<b>0.6079</b>		<b>2,570.4061</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0137	0.5900	0.1841	2.6400e-003	0.0880	3.3900e-003	0.0914	0.0254	3.2400e-003	0.0286		283.1037	283.1037	5.7500e-003	0.0419	295.7331
Worker	0.1748	0.1208	1.4424	4.1700e-003	0.5175	2.5700e-003	0.5201	0.1373	2.3600e-003	0.1396		426.6253	426.6253	0.0132	0.0125	430.6911
<b>Total</b>	<b>0.1884</b>	<b>0.7108</b>	<b>1.6266</b>	<b>6.8100e-003</b>	<b>0.6056</b>	<b>5.9600e-003</b>	<b>0.6115</b>	<b>0.1626</b>	<b>5.6000e-003</b>	<b>0.1682</b>		<b>709.7290</b>	<b>709.7290</b>	<b>0.0189</b>	<b>0.0544</b>	<b>726.4242</b>



Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>		<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0133	0.5903	0.1803	2.6000e-003	0.0881	3.4200e-003	0.0915	0.0254	3.2700e-003	0.0286		278.6976	278.6976	5.7200e-003	0.0412	291.1294
Worker	0.1639	0.1078	1.3491	4.0300e-003	0.5175	2.4400e-003	0.5200	0.1373	2.2500e-003	0.1395		416.1070	416.1070	0.0119	0.0117	419.8872
<b>Total</b>	<b>0.1772</b>	<b>0.6981</b>	<b>1.5294</b>	<b>6.6300e-003</b>	<b>0.6056</b>	<b>5.8600e-003</b>	<b>0.6114</b>	<b>0.1626</b>	<b>5.5200e-003</b>	<b>0.1681</b>		<b>694.8046</b>	<b>694.8046</b>	<b>0.0177</b>	<b>0.0529</b>	<b>711.0165</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
<b>Total</b>	<b>1.4716</b>	<b>13.4438</b>	<b>16.1668</b>	<b>0.0270</b>		<b>0.6133</b>	<b>0.6133</b>		<b>0.5769</b>	<b>0.5769</b>	<b>0.0000</b>	<b>2,555.6989</b>	<b>2,555.6989</b>	<b>0.6044</b>		<b>2,570.8077</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0133	0.5903	0.1803	2.6000e-003	0.0881	3.4200e-003	0.0915	0.0254	3.2700e-003	0.0286		278.6976	278.6976	5.7200e-003	0.0412	291.1294
Worker	0.1639	0.1078	1.3491	4.0300e-003	0.5175	2.4400e-003	0.5200	0.1373	2.2500e-003	0.1395		416.1070	416.1070	0.0119	0.0117	419.8872
<b>Total</b>	<b>0.1772</b>	<b>0.6981</b>	<b>1.5294</b>	<b>6.6300e-003</b>	<b>0.6056</b>	<b>5.8600e-003</b>	<b>0.6114</b>	<b>0.1626</b>	<b>5.5200e-003</b>	<b>0.1681</b>		<b>694.8046</b>	<b>694.8046</b>	<b>0.0177</b>	<b>0.0529</b>	<b>711.0165</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>		<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0129	0.5881	0.1772	2.5500e-003	0.0881	3.4200e-003	0.0915	0.0254	3.2700e-003	0.0286		273.7456	273.7456	5.6900e-003	0.0405	285.9525
Worker	0.1545	0.0971	1.2679	3.9000e-003	0.5175	2.3400e-003	0.5199	0.1373	2.1500e-003	0.1394		406.1687	406.1687	0.0109	0.0110	409.7031
<b>Total</b>	<b>0.1674</b>	<b>0.6852</b>	<b>1.4451</b>	<b>6.4500e-003</b>	<b>0.6056</b>	<b>5.7600e-003</b>	<b>0.6113</b>	<b>0.1626</b>	<b>5.4200e-003</b>	<b>0.1681</b>		<b>679.9142</b>	<b>679.9142</b>	<b>0.0166</b>	<b>0.0514</b>	<b>695.6556</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.5 Building Construction - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
<b>Total</b>	<b>1.3674</b>	<b>12.4697</b>	<b>16.0847</b>	<b>0.0270</b>		<b>0.5276</b>	<b>0.5276</b>		<b>0.4963</b>	<b>0.4963</b>	<b>0.0000</b>	<b>2,556.474 4</b>	<b>2,556.474 4</b>	<b>0.6010</b>		<b>2,571.498 1</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0129	0.5881	0.1772	2.5500e-003	0.0881	3.4200e-003	0.0915	0.0254	3.2700e-003	0.0286		273.7456	273.7456	5.6900e-003	0.0405	285.9525
Worker	0.1545	0.0971	1.2679	3.9000e-003	0.5175	2.3400e-003	0.5199	0.1373	2.1500e-003	0.1394		406.1687	406.1687	0.0109	0.0110	409.7031
<b>Total</b>	<b>0.1674</b>	<b>0.6852</b>	<b>1.4451</b>	<b>6.4500e-003</b>	<b>0.6056</b>	<b>5.7600e-003</b>	<b>0.6113</b>	<b>0.1626</b>	<b>5.4200e-003</b>	<b>0.1681</b>		<b>679.9142</b>	<b>679.9142</b>	<b>0.0166</b>	<b>0.0514</b>	<b>695.6556</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2023**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>2.1080</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
<b>Total</b>	<b>0.0361</b>	<b>0.0249</b>	<b>0.2976</b>	<b>8.6000e-004</b>	<b>0.1068</b>	<b>5.3000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.9000e-004</b>	<b>0.0288</b>		<b>88.0338</b>	<b>88.0338</b>	<b>2.7200e-003</b>	<b>2.5900e-003</b>	<b>88.8728</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2023**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
<b>Total</b>	<b>2.1080</b>	<b>1.3030</b>	<b>1.8111</b>	<b>2.9700e-003</b>		<b>0.0708</b>	<b>0.0708</b>		<b>0.0708</b>	<b>0.0708</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0168</b>		<b>281.8690</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0361	0.0249	0.2976	8.6000e-004	0.1068	5.3000e-004	0.1073	0.0283	4.9000e-004	0.0288		88.0338	88.0338	2.7200e-003	2.5900e-003	88.8728
<b>Total</b>	<b>0.0361</b>	<b>0.0249</b>	<b>0.2976</b>	<b>8.6000e-004</b>	<b>0.1068</b>	<b>5.3000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.9000e-004</b>	<b>0.0288</b>		<b>88.0338</b>	<b>88.0338</b>	<b>2.7200e-003</b>	<b>2.5900e-003</b>	<b>88.8728</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.0971</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0338	0.0223	0.2784	8.3000e-004	0.1068	5.0000e-004	0.1073	0.0283	4.6000e-004	0.0288		85.8634	85.8634	2.4600e-003	2.4100e-003	86.6434
<b>Total</b>	<b>0.0338</b>	<b>0.0223</b>	<b>0.2784</b>	<b>8.3000e-004</b>	<b>0.1068</b>	<b>5.0000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.6000e-004</b>	<b>0.0288</b>		<b>85.8634</b>	<b>85.8634</b>	<b>2.4600e-003</b>	<b>2.4100e-003</b>	<b>86.6434</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2024**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
<b>Total</b>	<b>2.0971</b>	<b>1.2188</b>	<b>1.8101</b>	<b>2.9700e-003</b>		<b>0.0609</b>	<b>0.0609</b>		<b>0.0609</b>	<b>0.0609</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0159</b>		<b>281.8443</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0338	0.0223	0.2784	8.3000e-004	0.1068	5.0000e-004	0.1073	0.0283	4.6000e-004	0.0288		85.8634	85.8634	2.4600e-003	2.4100e-003	86.6434
<b>Total</b>	<b>0.0338</b>	<b>0.0223</b>	<b>0.2784</b>	<b>8.3000e-004</b>	<b>0.1068</b>	<b>5.0000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.6000e-004</b>	<b>0.0288</b>		<b>85.8634</b>	<b>85.8634</b>	<b>2.4600e-003</b>	<b>2.4100e-003</b>	<b>86.6434</b>



Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2025**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>2.0872</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0319	0.0200	0.2616	8.0000e-004	0.1068	4.8000e-004	0.1073	0.0283	4.4000e-004	0.0288		83.8126	83.8126	2.2400e-003	2.2600e-003	84.5419
<b>Total</b>	<b>0.0319</b>	<b>0.0200</b>	<b>0.2616</b>	<b>8.0000e-004</b>	<b>0.1068</b>	<b>4.8000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.4000e-004</b>	<b>0.0288</b>		<b>83.8126</b>	<b>83.8126</b>	<b>2.2400e-003</b>	<b>2.2600e-003</b>	<b>84.5419</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**3.6 Architectural Coating - 2025**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1.9164					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
<b>Total</b>	<b>2.0872</b>	<b>1.1455</b>	<b>1.8091</b>	<b>2.9700e-003</b>		<b>0.0515</b>	<b>0.0515</b>		<b>0.0515</b>	<b>0.0515</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0154</b>		<b>281.8319</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0319	0.0200	0.2616	8.0000e-004	0.1068	4.8000e-004	0.1073	0.0283	4.4000e-004	0.0288		83.8126	83.8126	2.2400e-003	2.2600e-003	84.5419
<b>Total</b>	<b>0.0319</b>	<b>0.0200</b>	<b>0.2616</b>	<b>8.0000e-004</b>	<b>0.1068</b>	<b>4.8000e-004</b>	<b>0.1073</b>	<b>0.0283</b>	<b>4.4000e-004</b>	<b>0.0288</b>		<b>83.8126</b>	<b>83.8126</b>	<b>2.2400e-003</b>	<b>2.2600e-003</b>	<b>84.5419</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3434	1.5443	13.0850	0.0248	2.8626	0.0186	2.8812	0.7624	0.0174	0.7798		2,589.0328	2,589.0328	0.1845	0.1316	2,632.8642
Unmitigated	1.3878	1.6278	13.7586	0.0266	3.0748	0.0199	3.0946	0.8189	0.0185	0.8374		2,774.1878	2,774.1878	0.1920	0.1386	2,820.2857

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse High Rise	632.48	632.48	632.48	1,460,780	1,359,987
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
<b>Total</b>	<b>632.48</b>	<b>632.48</b>	<b>632.48</b>	<b>1,460,780</b>	<b>1,359,987</b>

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse High Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse High Rise	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820
Other Asphalt Surfaces	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820
Parking Lot	0.553839	0.058700	0.188468	0.120786	0.022796	0.005663	0.010629	0.007566	0.000983	0.000556	0.026354	0.000841	0.002820

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
NaturalGas Unmitigated	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse High Rise	1538.55	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0166</b>	<b>0.1418</b>	<b>0.0603</b>	<b>9.1000e-004</b>		<b>0.0115</b>	<b>0.0115</b>		<b>0.0115</b>	<b>0.0115</b>		<b>181.0065</b>	<b>181.0065</b>	<b>3.4700e-003</b>	<b>3.3200e-003</b>	<b>182.0821</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**5.2 Energy by Land Use - NaturalGas**

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Condo/Townhouse High Rise	1.53855	0.0166	0.1418	0.0603	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.0065	181.0065	3.4700e-003	3.3200e-003	182.0821
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0166</b>	<b>0.1418</b>	<b>0.0603</b>	<b>9.1000e-004</b>		<b>0.0115</b>	<b>0.0115</b>		<b>0.0115</b>	<b>0.0115</b>		<b>181.0065</b>	<b>181.0065</b>	<b>3.4700e-003</b>	<b>3.3200e-003</b>	<b>182.0821</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

No Hearths Installed

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8754	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307	0.0000	9.9680	9.9680	9.5700e-003	0.0000	10.2073
Unmitigated	29.4298	0.6728	41.9342	0.0704		5.1989	5.1989		5.1989	5.1989	560.8467	258.2622	819.1089	0.7771	0.0396	850.3487

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	27.5544	0.6092	36.4048	0.0701		5.1682	5.1682		5.1682	5.1682	560.8467	248.2941	809.1408	0.7675	0.0396	840.1414
Landscaping	0.1665	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307		9.9680	9.9680	9.5700e-003		10.2073
<b>Total</b>	<b>29.4298</b>	<b>0.6728</b>	<b>41.9342</b>	<b>0.0704</b>		<b>5.1989</b>	<b>5.1989</b>		<b>5.1989</b>	<b>5.1989</b>	<b>560.8467</b>	<b>258.2622</b>	<b>819.1089</b>	<b>0.7771</b>	<b>0.0396</b>	<b>850.3487</b>

Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1665	0.0637	5.5293	2.9000e-004		0.0307	0.0307		0.0307	0.0307		9.9680	9.9680	9.5700e-003		10.2073
<b>Total</b>	<b>1.8754</b>	<b>0.0637</b>	<b>5.5293</b>	<b>2.9000e-004</b>		<b>0.0307</b>	<b>0.0307</b>		<b>0.0307</b>	<b>0.0307</b>	<b>0.0000</b>	<b>9.9680</b>	<b>9.9680</b>	<b>9.5700e-003</b>	<b>0.0000</b>	<b>10.2073</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy



Manzanita Park - Bay Area AQMD Air District, Winter

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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### Manzanita Park

#### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

#### Bay Area AQMD Air District, Mitigation Report

#### Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

#### OFFROAD Equipment Mitigation

**Manzanita Park****EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	4	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	10	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

**Manzanita Park**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	4.50800E-002	3.04090E-001	4.52520E-001	7.40000E-004	1.51000E-002	1.51000E-002	0.00000E+000	6.38313E+001	6.38313E+001	3.61000E-003	0.00000E+000	6.39216E+001
Cranes	7.25100E-002	7.63560E-001	3.89080E-001	1.26000E-003	3.19500E-002	2.94000E-002	0.00000E+000	1.10895E+002	1.10895E+002	3.58700E-002	0.00000E+000	1.11792E+002
Excavators	4.25000E-003	3.48400E-002	7.33000E-002	1.20000E-004	1.71000E-003	1.57000E-003	0.00000E+000	1.02080E+001	1.02080E+001	3.30000E-003	0.00000E+000	1.02905E+001
Forklifts	7.06900E-002	6.63370E-001	8.54370E-001	1.15000E-003	3.83200E-002	3.52500E-002	0.00000E+000	1.00718E+002	1.00718E+002	3.25700E-002	0.00000E+000	1.01533E+002
Generator Sets	7.12700E-002	6.36480E-001	9.16010E-001	1.64000E-003	2.77100E-002	2.77100E-002	0.00000E+000	1.41302E+002	1.41302E+002	5.71000E-003	0.00000E+000	1.41445E+002
Graders	8.63000E-003	1.04690E-001	3.80800E-002	1.50000E-004	3.39000E-003	3.12000E-003	0.00000E+000	1.30809E+001	1.30809E+001	4.23000E-003	0.00000E+000	1.31867E+001
Pavers	2.88000E-003	2.82400E-002	4.32500E-002	7.00000E-005	1.33000E-003	1.22000E-003	0.00000E+000	6.19449E+000	6.19449E+000	2.00000E-003	0.00000E+000	6.24458E+000
Paving Equipment	2.56000E-003	2.40400E-002	3.83500E-002	6.00000E-005	1.17000E-003	1.08000E-003	0.00000E+000	5.36782E+000	5.36782E+000	1.74000E-003	0.00000E+000	5.41122E+000
Rollers	2.31000E-003	2.41500E-002	2.77800E-002	4.00000E-005	1.33000E-003	1.22000E-003	0.00000E+000	3.45784E+000	3.45784E+000	1.12000E-003	0.00000E+000	3.48580E+000
Rubber Tired Dozers	6.16200E-002	6.41440E-001	2.79570E-001	7.70000E-004	2.88800E-002	2.65700E-002	0.00000E+000	6.75218E+001	6.75218E+001	2.18400E-002	0.00000E+000	6.80678E+001
Tractors/Loaders/Backhoes	1.17460E-001	1.18669E+000	1.81694E+000	2.54000E-003	5.49200E-002	5.05200E-002	0.00000E+000	2.22761E+002	2.22761E+002	7.20500E-002	0.00000E+000	2.24562E+002
Welders	5.90100E-002	3.45020E-001	4.15980E-001	6.40000E-004	1.18900E-002	1.18900E-002	0.00000E+000	4.70552E+001	4.70552E+001	4.79000E-003	0.00000E+000	4.71750E+001

**Manzanita Park**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	4.50800E-002	3.04090E-001	4.52520E-001	7.40000E-004	1.51000E-002	1.51000E-002	0.00000E+000	6.38313E+001	6.38313E+001	3.61000E-003	0.00000E+000	6.39215E+001
Cranes	7.25100E-002	7.63550E-001	3.89080E-001	1.26000E-003	3.19500E-002	2.94000E-002	0.00000E+000	1.10895E+002	1.10895E+002	3.58700E-002	0.00000E+000	1.11791E+002
Excavators	4.25000E-003	3.48400E-002	7.33000E-002	1.20000E-004	1.71000E-003	1.57000E-003	0.00000E+000	1.02080E+001	1.02080E+001	3.30000E-003	0.00000E+000	1.02905E+001
Forklifts	7.06900E-002	6.63360E-001	8.54370E-001	1.15000E-003	3.83200E-002	3.52500E-002	0.00000E+000	1.00718E+002	1.00718E+002	3.25700E-002	0.00000E+000	1.01533E+002
Generator Sets	7.12700E-002	6.36480E-001	9.16010E-001	1.64000E-003	2.77100E-002	2.77100E-002	0.00000E+000	1.41302E+002	1.41302E+002	5.71000E-003	0.00000E+000	1.41444E+002
Graders	8.63000E-003	1.04690E-001	3.80800E-002	1.50000E-004	3.39000E-003	3.12000E-003	0.00000E+000	1.30809E+001	1.30809E+001	4.23000E-003	0.00000E+000	1.31867E+001
Pavers	2.88000E-003	2.82400E-002	4.32500E-002	7.00000E-005	1.33000E-003	1.22000E-003	0.00000E+000	6.19449E+000	6.19449E+000	2.00000E-003	0.00000E+000	6.24457E+000
Paving Equipment	2.56000E-003	2.40400E-002	3.83500E-002	6.00000E-005	1.17000E-003	1.08000E-003	0.00000E+000	5.36781E+000	5.36781E+000	1.74000E-003	0.00000E+000	5.41121E+000
Rollers	2.31000E-003	2.41500E-002	2.77800E-002	4.00000E-005	1.33000E-003	1.22000E-003	0.00000E+000	3.45783E+000	3.45783E+000	1.12000E-003	0.00000E+000	3.48579E+000
Rubber Tired Dozers	6.16200E-002	6.41440E-001	2.79570E-001	7.70000E-004	2.88800E-002	2.65700E-002	0.00000E+000	6.75217E+001	6.75217E+001	2.18400E-002	0.00000E+000	6.80677E+001
Tractors/Loaders/Balckhoes	1.17460E-001	1.18668E+000	1.81693E+000	2.54000E-003	5.49200E-002	5.05200E-002	0.00000E+000	2.22761E+002	2.22761E+002	7.20500E-002	0.00000E+000	2.24562E+002
Welders	5.90100E-002	3.45020E-001	4.15970E-001	6.40000E-004	1.18900E-002	1.18900E-002	0.00000E+000	4.70551E+001	4.70551E+001	4.79000E-003	0.00000E+000	4.71750E+001

**Manzanita Park**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.09664E-006	1.09664E-006	0.00000E+000	0.00000E+000	1.25153E-006
Cranes	0.00000E+000	1.30965E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.17228E-006	1.17228E-006	0.00000E+000	0.00000E+000	1.16288E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.79626E-007	9.79626E-007	0.00000E+000	0.00000E+000	9.71768E-007
Forklifts	0.00000E+000	1.50745E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19144E-006	1.19144E-006	0.00000E+000	0.00000E+000	1.18188E-006
Generator Sets	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.13233E-006	1.13233E-006	0.00000E+000	0.00000E+000	1.20188E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.52894E-006	1.52894E-006	0.00000E+000	0.00000E+000	7.58341E-007
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.60139E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.86295E-006	1.86295E-006	0.00000E+000	0.00000E+000	1.84801E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	2.89198E-006	2.89198E-006	0.00000E+000	0.00000E+000	2.86878E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18480E-006	1.18480E-006	0.00000E+000	0.00000E+000	1.17530E-006
Tractors/Loaders/Backhoes	0.00000E+000	8.42680E-006	5.50376E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.16717E-006	1.16717E-006	0.00000E+000	0.00000E+000	1.20234E-006
Welders	0.00000E+000	0.00000E+000	2.40396E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.27510E-006	1.27510E-006	0.00000E+000	0.00000E+000	1.27186E-006

**Fugitive Dust Mitigation**

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction	PM2.5 Reduction		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	PM2.5 Reduction		

**Manzanita Park**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction		Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.15	0.04	0.15	0.04	0.00	0.00
Grading	Fugitive Dust	0.16	0.08	0.16	0.08	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.44	0.23	0.44	0.23	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

**Operational Percent Reduction Summary**

### Manzanita Park

#### EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	3.11	5.15	5.06	6.58	6.09	5.95	0.00	6.68	6.68	4.08	5.04	6.65
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.79	3.99	0.02	0.00	1.99
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

#### Operational Mobile Mitigation

Project Setting: Low Density Suburban

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.08	0.28		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.11	0.40		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.05			



**Manzanita Park**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Yes	Neighborhood Enhancements	Improve Pedestrian Network	2.00	Project Site and Connecting Off-Site		
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.02			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.07			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"	3.00			
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00			2.00

**Manzanita Park**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

No	Commuter	Provide Ride Sharing Program	5.00		
	Commuter	Commuter Subtotal	0.00		
No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.07		

**Area Mitigation**

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
Yes	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

**Energy Mitigation Measures**

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		

**Manzanita Park**

**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

**Water Mitigation Measures**

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	0.00	20.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

**Solid Waste Mitigation**

**Manzanita Park****EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

**Appendix B**  
**Geotechnical Investigation**

**GEOTECHNICAL INVESTIGATION**

**On**

**PROPOSED RESIDENTIAL DEVELOPMENT**

**At**

**Monterey Road  
Morgan Hill, California**

**For  
Dividend Homes**

**By**

***Quantum Geotechnical, Inc.***

**Project No. D057.G  
January 8, 2018**

# QUANTUM GEOTECHNICAL INC.

Project No. D057.G  
January 8, 2018

Mr. Martin Frankel  
Dividend Homes  
385 Woodview Avenue, Ste. 100  
Morgan Hill, CA 95037

Subject: Proposed Residential Development  
Monterey Road  
Morgan Hill  
**GEOTECHNICAL INVESTIGATION**

Dear Mr. Frankel:

In accordance with your authorization, *Quantum Geotechnical, Inc.*, has investigated the geotechnical conditions at the subject site located in Morgan Hill, California

The accompanying report presents the results of our field investigation. Our findings indicate that development of the site for the proposed new residential development is feasible provided the recommendations of this report are carefully followed and are incorporated into the project plans and specifications.

Should you have any questions relating to the contents of this report or should additional information be required, please contact our office at your convenience.

Sincerely,  
*Quantum Geotechnical, Inc.*



Simon Makdessi, P.E., G.E.  
President



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## **GEOTECHNICAL INVESTIGATION**

### **PURPOSE AND SCOPE**

The purpose of the investigation for the proposed new residential subdivision located off of Monterey Road in Morgan Hill, California, was to determine the surface and subsurface soil conditions at the subject site. Based on the results of the investigation, criteria were established for the grading of the site, the design of foundations for the proposed development, and the construction of other related facilities on the property.

Our investigation included the following:

- a. Field reconnaissance by the Soil Engineer;
- b. Determine the general seismicity of the site in accordance with the 2016 CBC;
- c. Excavation of three exploratory test pits;
- c. Laboratory testing of soil samples;
- d. Analysis of the data and formulation of conclusions and recommendations; and
- e. Preparation of this written report.

### **PROPOSED DEVELOPMENT**

It is our understanding that the proposed project consists of constructing a multi-family residential development, and associated civil improvements. The residences will be one to two stories high of wood frame construction and supported on a post-tensioned slab foundation system. Grading is anticipated to be minor cuts and fills of the order of 1 to 2 feet.

### **SITE LOCATION AND DESCRIPTION**

The site is located in the central western part of Morgan Hill, within level terrain, as shown in the Site Vicinity and Fault Map, Figure 1, attached to the Appendix. The site measures approximately 5.8 acres in size and its currently vacant land. The site is rectangular in shape and bounded by Monterey Road to the southwest, an existing commercial building and parking lot to the southeast, and vacant, undeveloped lands to the northeast and northwest. The surface of the site is covered with 2-3 foot tall vegetation.

## **GENERAL GEOLOGIC CONDITIONS**

The site resides in level terrain on the southern end of the Santa Clara Valley. Based on a review of geologic maps (reference 2), the site is underlain by Pleistocene alluvial sediments. These deposits will tend to consist of well consolidated silty clays, with pockets of gravel dispersed throughout.

The California Geological Survey, Seismic Hazard Zones Map for the Morgan Hill 7.5-Minute Quadrangle dated 2004 does not include the site in a hazard zone requiring special investigation for liquefaction hazards. According to this report, the historic high groundwater level within the vicinity will be found approximately 20-30 feet below ground surface. A review of the Association of Bay Area Governments liquefaction susceptibility map classifies the site area as being under low risk for liquefaction.

The nearest active faults to the site are the Calaveras Fault located approximately 3.6 miles northeast of the site, the Sargent fault approximately 7.5 miles to the southwest, and the San Andres fault approximately 10 miles southwest of the site as indicated on Figure 1, "Site Vicinity and Fault Map", attached to the Appendix. Our review indicates that there are no known active faults crossing the site and the site is not mapped within a State of California Earthquake Fault Zone.

## **INVESTIGATION**

The field investigation was performed on December 11, 2017, and included a reconnaissance of the site and the excavation of three exploratory test pits at the approximate locations shown on Figure 2, "Site Plan". The pits extended to depths ranging from 8 to 11 feet below current ground surface.

The stratification of the soils and descriptions are shown on the respective "Logs of Test Pits" contained within Appendix A.

Laboratory testing was conducted for Atterberg Limits, moisture density, gradation analysis, consolidation, and corrosion potential. The data received from the lab are presented on the test pit logs.

## **SUBSURFACE CONDITIONS**

The subsurface conditions as encountered in the three test pits remained consistent throughout the site. Soil encountered consisted of stiff silt with gravel to 1-2 feet below existing grade. Beyond this depth, medium dense silty gravel was encountered to the test pit termination depth.

Groundwater was not encountered in the test pits at the time of our exploration. Fluctuations in the groundwater table may occur due to tidal influences, seasonal rainfall and urbanization.

A more thorough description and stratification of the soil conditions are presented on the respective “Logs of Test Pits” in Appendix A. The approximate locations of the pits are shown on Figure 2, “Site Plan” in Appendix A.

## 2016 CBC SEISMIC DESIGN CRITERIA

The potential damaging effects of regional earthquake activity should be considered in the design of structures. As a minimum, seismic design should be in accordance with Chapter 16 of the 2016 California Building Code (CBC). The 2016 CBC utilizes the design procedures outlined in the 2010 ASCE 7-10 Standard.

Using the criteria in Chapter 20 of ASCE 7-10, in its current condition, the site is classified as Site Class D. The seismic design parameters have been developed using the online U.S. Geological Survey, US Seismic Design Maps tool, version 3.1.0, last updated 11 July 2013, and a site location based on longitude and latitude. The parameters generated for the subject site for a latitude of 37.15567° N, and longitude of -121.67582° W, are presented in the following Table 1:

**Table I**  
**2016 CBC Seismic Design Criteria**

Seismic Parameter	Coefficient	Value
Mapped MCE Spectral Acceleration at Short-Period 0.2 secs	$S_s$	1.507
Mapped MCE Spectral Acceleration at a Period of 1.0s	$S_1$	0.600
Site Class		D
Adjusted MCE, 5% Damped Spectral Response Acceleration at Short Period of 0.2s	$S_{MS}$	1.507
Adjusted MCE, 5% Damped Spectral Response Acceleration at Period of 1.0s	$S_{M1}$	0.900
Design 5% Damped Spectral Response Acceleration at Short Period of 0.2s for Occupancy Category I/II/III	$S_{DS}$	1.005
Design 5% Damped Spectral Response Acceleration at Period of 1.0s for Occupancy Category I/II/III	$S_{D1}$	0.600

## DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS

### GENERAL

1. From a geotechnical point of view, the site is suitable for the construction of the proposed residential development provided the recommendations presented in this report are incorporated into the project plans and specifications.
2. The most prominent geotechnical feature of the site as encountered in the borings is the presence of near surface gravelly soil. The underground contractor must be made aware of this condition and review the borings to evaluate the stability of trenching activities.

### GRADING

3. The grading requirements presented herein are an integral part of the grading specifications presented in Appendix B of this report and should be considered as such.
4. The site contains significant vegetation cover and stripping of vegetation and topsoil may be required. Vegetation conditions may be different at the time of grading, and the extent of any stripping, mowing or discing as part of site preparation, will be reevaluated at the time of grading. Any strippings will be stockpiled in an approved area that is unaffected by grading operations until their future use. Organically contaminated soil material may be utilized in landscape areas located outside the building footprint.
5. After site preparation, the top 8 inches of exposed ground should be scarified and compacted to a degree of relative compaction of at least 90% at 2 percent above optimum moisture content as determined by ASTM D1557-12 Laboratory Test Procedure.
6. The site may be brought to the desired finished grades by placing engineered fill in lifts of 8 inches in uncompacted thickness and compacting to a minimum relative compaction of 90% at 2 percent above optimum moisture content as determined by ASTM D1557-12 Laboratory Test Procedure.

7. All soils encountered during our investigation except those within the top few inches of predominantly organic material, are suitable for use as engineered fill when placed and compacted at the recommended moisture content and provided it does not contain any debris.

#### **SURFACE AND SUBSURFACE DRAINAGE**

8. All finish grades should be provided with a positive gradient to an adequate discharge point in order to provide rapid removal of surface water runoff away from all foundations. No ponding of water should be allowed on the pad or adjacent to the foundations. Surface drainage must be designed by the project Civil Engineer and maintained by the property owners at all times. The pad should be graded in a manner that surface flow is to a controlled discharge system.

9. Lot slopes and drainage must be provided by the project Civil Engineer to remove all storm water from the pad and to minimize storm and/or irrigation water from seeping beneath the structures. Should surface water be allowed to seep under the structure, foundation movement resulting in structural cracking and damage will occur. Where possible, finished grades around the perimeter of the structures should be compacted and should be sloped at a minimum 2% gradient away from the exterior foundation. Surface drainage requirements constructed by the builder should be maintained during landscaping. In particular, the creation of planter areas confined on all sides by concrete walkways or decks and the residence foundation is not desirable since any surface water due to rain or irrigation becomes trapped in the planter area with no outlet. If such a landscape feature is necessary, surface area drains in the planter area or a subdrain along the foundation perimeter must be installed.

10. Continuous roof gutters are recommended. According to local government requirements, roof downspout and drain flows should be directed to at grade bio-filtration areas, or raised planter boxes next to the building perimeter, where possible. From a geotechnical and maintenance point of view it is undesirable to discharge water into at grade bio-filtration areas near foundations, because of the possibility of water ponding for sustained periods of time.

## BIO-FILTRATION FACILITIES

11. As mentioned earlier, it is undesirable to discharge water into at grade bio-filtration areas near foundations, because of the possibility of water ponding for sustained periods of time, potentially creating excessive moisture related issues. However, certain design features could be made to minimize such potential effects. In addition, the property owners must always maintain the bio-filtration area to ensure that they are performing as designed and that water does not pond in the area for longer than 48 hours.

12. Typically, the bio-filtration areas consist of an 18 inch layer of sandy loam over 18 inches of permeable gravel material. The top of the bio-filtration area is typically approximately 1 foot below pad grade, therefore, the base of the bio-filtration area will be approximately 4 feet below pad grade. The base of the bio-filtration area will typically contain a perforated pipe to drain any water that may collect within 24 hours. In some situations, the bio-filtration areas may be located immediately adjacent the building structure.

13. Where bio-filtration areas are located closer than 5 feet of the building, the section of loose loam and gravel will provide reduced lateral support, and we recommend a deepened footing be constructed along the perimeter the building adjacent to the bio-filtration area and extending 3 feet beyond in plan length. The depth of the deepened footing will depend on how close the bio-filtration area is located to the building perimeter. As a guide, the footing is to be deepened such that when an imaginary line inclined at 45 degrees from the outside edge base of the footings, it extends below the base of the bio-filtration area excavation. Where bio-filtration areas are located further than 5 feet, no special design is required. Provided the bio-filtration facility is lined with an impermeable liner, no waterproofing of the deepened footing is required.

14. Where bio-filtration areas are located closer than 3 feet of street pavements, a deepened curb footing is required. Where bio-filtration areas are located closer than 1 foot of street pavements, because pavements do not have a positive connection to a deepened curb/footing, the deepened curb/footing may need to be designed as a retaining wall rigid enough to create minimal lateral deflections.

15. Where bio-filtration areas are located closer than 2 feet of hardscape areas, a deepened edge footing is required. The deepened edge should extend at least 1 foot below the subgrade. Where the bio-filtration area is immediately adjacent the hardscape, the deepened edge is to extend at least 3 inches below the base of the bio-filtration system.

## FOUNDATIONS

16. The proposed residential structures may be satisfactorily supported on a post-tensioned slab foundation.

### Post Tensioned Slab on Grade

17. Post-tensioned slabs should be designed using the following criteria which is based on the design method presented in the Post-Tensioning Institute, Standard Requirements for Design and Analysis of Shallow Post-Tensioned Concrete Foundations on Expansive Soils (PTI DC10.5-12), 2012. Using the relevant site soil and climatic parameters, the recommended geotechnical criteria for use in the design of the post-tensioned slabs is as follows;

	<u>Swelling Mode</u>	
	<u>Center Lift</u>	<u>Edge Lift</u>
Edge Moisture Variation Distance ( $e_m$ )	9.0 feet	5.1 feet
Differential Soil Movement ( $y_m$ )	0.59 inches	1.09 inches

The maximum allowable bearing pressure at the base of the slab and for localized thickened footings should not exceed 2,000 p.s.f. for dead plus sustained live loads.

### General Construction Requirements for Post-Tensioned Slab

18. Prior to construction of the slab, the slab subgrade should be observed by the Soil Engineer to verify that all under-slab utility trenches greater than 18 inches in width have been properly backfilled and compacted, and that no loose or soft soils are present on the slab subgrade.

19. The slab subgrade is anticipated to be non-expansive silty material and therefore does not require soaking prior to foundation construction.

20. The four (4) inch (minimum thickness) layer of gravel typically placed to provide a capillary break beneath concrete slab-on-grade floors may be omitted beneath the monolithically poured mat slab foundations provided that the slabs are at least 10 inches thick. If it is desired to use a 4 inch layer or thinner of gravel section, the gravel should consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination thereof. The aggregate shall be free from deleterious substances. It shall be of such quality that the absorption of water in a saturated dry condition does not exceed 3% of the oven dry weight of the sample. The material shall be  $\frac{3}{4}$ " minus material with no more than 3% passing the #200 sieve, as specified in Appendix B.

21. A moisture vapor retarder/barrier is recommended beneath all slabs-on-grade that will be covered by moisture-sensitive flooring materials such as vinyl, linoleum, wood, carpet, rubber, rubber-backed carpet, tile, impermeable floor coatings, adhesives, or where moisture-sensitive equipment, products, or environments will exist. We recommend that design and construction of the moisture vapor retarder/barrier conform to Section 1805 of the 2013 CBC and relevant sections of American Concrete Institute (ACI) guidance documents 302.1R-04, 302.2R-06 and 360R-10.

22. The moisture vapor retarder/barrier can be placed above the 4 inches of gravel or directly on the soil subgrade and should consist of a minimum 10 mils thick polyethylene with a maximum perm rating of 0.1 in accordance with ASTM E 1745. Seams in the moisture vapor retarder/barrier should be overlapped no less than 6 inches or in accordance with the manufacturer's recommendations. Joints and penetrations should be sealed with the manufacturer's recommended adhesives, pressure-sensitive tape, or both. The contractor must avoid damaging or puncturing the moisture vapor retarder/barrier and repair any punctures with additional polyethylene properly lapped and sealed. The installation of the vapor retarder membrane must be in conformance with ASTM E1643.

23. A minimum of two inches of wetted sand should be placed over the vapor retarder membrane to facilitate curing of the concrete and to act as a cushion to protect the membrane. The perimeter of the mat should be thickened to bear on the prepared building pad and to confine the sand. During winter construction, sand may become saturated due to rainy weather prior to pouring. Saturated sand is not desirable because the sand cushion may become over saturated, and boil into the concrete causing undesirable structural monopolies of sand pockets within the slab. As an alternate, a sand-fine gravel mixture that is stable under saturated conditions may be used. However, the material must be approved by the Soil Engineer prior to use.



24. Alternatively, the sand layer may be eliminated provided the concrete has a maximum water/cement ratio of 0.45 and a 10 mil Class A vapor retarder membrane, such as Stego® Wrap. In any case, the vapor retarder/barrier should have a maximum perm rating of 0.3 in accordance with ASTM E 1745. Seams in the moisture vapor retarder/barrier should be overlapped no less than 6 inches or in accordance with the manufacturer's recommendations. Joints and penetrations should be sealed with the manufacturer's recommended adhesives, pressure-sensitive tape, or both. The contractor must avoid damaging or puncturing the vapor retarder/barrier and repair any punctures with additional polyethylene properly lapped and sealed.

25. Any exterior concrete flatwork such as steps, patios, or sidewalks should be designed independently of the slab, and expansion joints should be provided between the flatwork and the structural unit.

#### **MISCELLANEOUS CONCRETE FLATWORK**

26. Miscellaneous flatwork, driveways, and walkways may be designed with a minimum thickness of 4.0 inches. Control joints should be constructed to create squares or rectangles with a maximum spacing of 15 feet on large slab areas. Walkways should be separated from foundations with a thick expansion joint filler. Control joints should be constructed into walkways at a maximum of 5 feet spacing.

#### **RETAINING WALLS**

27. Retaining walls should be designed to resist lateral pressures exerted from a media having an equivalent fluid weight as follows:

Active Condition	=	45 p.c.f. for horizontal backslope
At-rest Condition	=	60 p.c.f.
Passive Condition	=	275 p.c.f.
Coefficient of Friction	=	0.35

28. For a non-horizontal backslope, the active condition equivalent fluid weight can be increased by 1.5 p.c.f. for each 2 degree rise in slope from the horizontal.

29. Active conditions occur when the top of the wall is free to move outward. At-rest conditions apply when the top of wall is restrained from any movement.

30. It should be noted that the effects of any surcharge, traffic or compaction loads behind the walls must be accounted for in the design of the walls.

31. The above criteria are based on fully drained conditions. If drained conditions are not possible, then the hydrostatic pressure must be included in the design of the wall. An additional linear distribution of hydrostatic pressure of 63 p.c.f. should be adopted, in this case.

32. In order to achieve fully-drained conditions, a drainage filter blanket should be placed behind the wall. The blanket should be a minimum of 12 inches thick and should extend the full height of the wall to within 12 inches of the surface. If the excavated area behind the wall exceeds 12 inches, the entire excavated space behind the 12-inch blanket should consist of compacted engineered fill or blanket material. The drainage blanket material may consist of either granular crushed rock and drain pipe fully encapsulated in geotextile filter fabric or Class II permeable material that meets CalTrans Specification, Section 68, with drainage pipe but without fabric. A 4-inch perforated drain pipe should be installed in the bottom of the drainage blanket and should be underlain by at least 4 inches of filter type material. A 12-inch cap of clayey soil material should be placed over the drainage blanket. A typical detail for retaining wall back drains is presented in Appendix C. All back drains should be outlet to suitable drainage devices. Retaining wall less than 3 feet in height should be provided with backdrains or weep holes.

33. As an alternate to the 12-inch drainage blanket, a pre-fabricated strip drain (such as Miradrain) may be used between the wall and retained soil. In this case, the wall must be designed to resist an additional lateral hydrostatic pressure of 30 p.c.f.

34. Piping with adequate gradient shall be provided to discharge water that collects behind the walls to an adequately controlled discharge system away from the structure foundation.

35. It is recommended that the retaining walls or soundwalls be founded on a spread footing or pier foundation system. Spread and pier footing design criteria are given below.

### **RETAINING WALL/SOUNDWALL FOUNDATION - SPREAD FOOTINGS**

36. Spread footings should have a minimum depth of eighteen (18) inches below lowest adjacent pad grade (i.e., trenching depth) for soil subgrade. At this depth, the recommended design bearing pressure for continuous footings should not exceed 2,500 p.s.f. due to dead plus sustained live loads and 3,300 p.s.f. due to all loads which include wind and seismic.

37. To accommodate lateral loads, the passive resistance of the foundation soil can be utilized. The passive soil pressures can be assumed to act against the front face of the footing below a depth of one foot below the ground surface. It is recommended that a passive pressure equivalent to that of a fluid weighing 275 p.c.f. be used. The weight of the soil above the footing can be used in the frictional calculations. For design purposes, an allowable friction coefficient of 0.35 can be assumed at the base of the spread footing.

### **RETAINING WALL/SOUNDWALL FOUNDATION - PIER FOOTINGS**

38. The piers should be designed on the basis of skin friction acting between the soil and the pier. For the soils at the site, an allowable skin friction value of 300 p.s.f. can be used for combined dead and live loads, below a depth of 1 foot. This value can be increased by one-third for total loads which include wind or seismic forces. The size, depth and spacing of the piers is to be determined by the structural engineer.

39. To resist lateral loads, the passive resistance of the soil can be used. The soil passive pressures can be assumed to act against the lateral projected area twice the pier diameter. It is recommended that a passive pressure equivalent to that of a fluid weighing 275 p.c.f. be used below 1 foot of final pad grade.

### **PAVEMENT AREAS**

40. R-value tests were not performed as part of this investigation, as the soil expected at subgrade level is not known and depends on the planned grading. Assuming the subgrade material will consist of the on-site surficial sandy fill material, we will assume an R-value of 20 for preliminary design. However, the final pavement section design will be based on collecting actual subgrade samples during construction.

41. Based on an R-Value of 20, the following flexible pavement sections are recommended.

<b>Traffic Index</b>	<b>AC (inches)</b>	<b>Class II<sup>1</sup> AB (inches)</b>
4.5	4.0	6.5
5.0	4.0	7.5
5.5	4.0	9.0
6.0	4.0	10.5
7.0	4.0	13.5

Notes:           <sup>1</sup>Minimum R-Value = 78  
                       R-Value = Resistance Value  
                       All Layers in compacted thickness to Cal-Trans Standard Specifications

42. After underground facilities have been placed in the areas to receive pavement and removal of excess material has been completed, the upper 6 inches of the sub-grade soil shall be scarified, moisture conditioned, and compacted to a minimum relative compaction of 95% in accordance with the grading recommendations specified in this report.

43. All aggregate base material placed subsequently should be compacted to a minimum relative compaction of 95% based on the ASTM Test Procedure of D1557-12 (latest edition). The construction of the pavement areas should conform to the requirements set forth by the latest Standard Specifications of the Department of Transportations of the State of California and/or City of Morgan Hill, Department of Public Works.

44. If planter areas are provided within or immediately adjacent to the pavement areas, or if permeable pavers are used for some areas of pavement, provisions should be made to control irrigation and surface water from entering the pavement subgrade. Water entering the pavement section at subgrade level, which does not have a means for discharge, could cause softening of this zone and lead to pavement failure. We recommend that for areas of permeable pavers, the subgrade be graded to a low point where a subdrain is constructed to discharge any accumulated water.

## UTILITY TRENCHES

45. Applicable safety standards require that trenches in excess of 5 feet must be properly shored or that the walls of the trench slope back to provide safety for installation of lines. If trench wall sloping is performed, the inclination should vary with the soil type. The underground contractor should request an opinion from the Soil Engineer as to the type of soil and the resulting inclination.

46. With respect to state-of-the-art construction or local requirements, utility lines are generally bedded with granular materials. These materials can convey surface or subsurface water beneath the structures. It is, therefore, recommended that all utility trenches which possess the potential to transport water be sealed with a compacted impervious cohesive soil material or lean concrete where the trench enters/exits the building perimeter.

47. Utility trenches extending underneath all traffic areas must be backfilled with native or approved import material and compacted to a relative compaction of 90% to within 6 inches of the subgrade. The upper 6 inches should be compacted to 95% relative compaction in accordance with Laboratory Test Procedure ASTM D1557 (latest edition). Backfilling and compaction of these trenches must meet the requirements set forth by the City of Morgan Hill, Department of Public Works. Utility trenches within landscape areas may be compacted to a relative compaction of 85%.

## PROJECT REVIEW AND CONSTRUCTION MONITORING

48. All grading and foundation plans for the development must be reviewed by the Soil Engineer prior to contract bidding or submitted to governmental agencies so that plans are reconciled with soil conditions and sufficient time is allowed for suitable mitigative measures to be incorporated into the final grading specifications.

49. ***Quantum Geotechnical, Inc.*** should be notified at least two working days prior to site clearing, grading, and/or foundation operations on the property. This will give the Soil Engineer ample time to discuss the problems that may be encountered in the field and coordinate the work with the contractor.

50. Field observation and testing during the demolition and/or foundation operations must be provided by representatives of *Quantum Geotechnical, Inc.* to enable them to form an opinion regarding the adequacy of the site preparation, the acceptability of fill materials, and the extent to which the earthwork construction and the degree of compaction comply with the specification requirements. Any work related to the grading and/or foundation operations performed without the full knowledge and under the direct observation of the Soil Engineer will render the recommendations of this report invalid. This does not imply full-time observation. The degree of observation and frequency of testing services would depend on the construction methods and schedule, and the item of work.

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## REFERENCES

1. California Geological Survey. 2004. "Seismic Hazard Zone Report for the Morgan Hill 7.5-Minute Quadrangle, Santa Clara County, California". Seismic Hazard Zone Report 096.
2. Graymer, R.W., Moring, B.C., Saucedo, G.J., Wentworth, C.M., Brabb, E.E., and Knudsen, K.L. 2006. "Geologic Map of the San Francisco Bay Region". U.S. Geological Survey. Scientific Investigations Map 2918.
3. U.S. Geological Survey and California Geological Survey. 2006. "Quaternary fault and fold database for the United States". Accessed November 17, 2017 from USGS web site: <http://earthquakes.usgs.gov/regional/qfaults/>.
4. U.S Geological Survey. 2014. "US Seismic Design Maps". Accessed December 28, 2017 from USGS web site: <https://earthquake.usgs.gov/designmaps/us/application.php>.

## LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. It should be noted that it is the responsibility of the owner or his representative to notify *Quantum Geotechnical, Inc.*, in writing, a minimum of two working days before any clearing, grading, or foundation excavations can commence at the site.
2. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings and from a reconnaissance of the site. Should any variations or undesirable conditions be encountered during the development of the site, *Quantum Geotechnical*, will provide supplemental recommendations as dictated by the field conditions.
3. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the information and recommendations contained herein are brought to the attention of the Architect and Engineer for the project and incorporated into the plans and the necessary steps are taken to see that the Contractor and Subcontractors carry out such recommendations in the field.
4. At the present date, the findings of this report are valid for the property investigated. With the passage of time, significant changes in the conditions of a property can occur due to natural processes or works of man on this or adjacent properties. In addition, legislation or the broadening of knowledge may result in changes in applicable standards. Changes outside of our control may render this report invalid, wholly or partially. Therefore, this report should not be considered valid after a period of two (2) years without our review, nor should it be used, or is it applicable, for any properties other than those investigated.
5. Notwithstanding all the foregoing, applicable codes must be adhered to at all times.

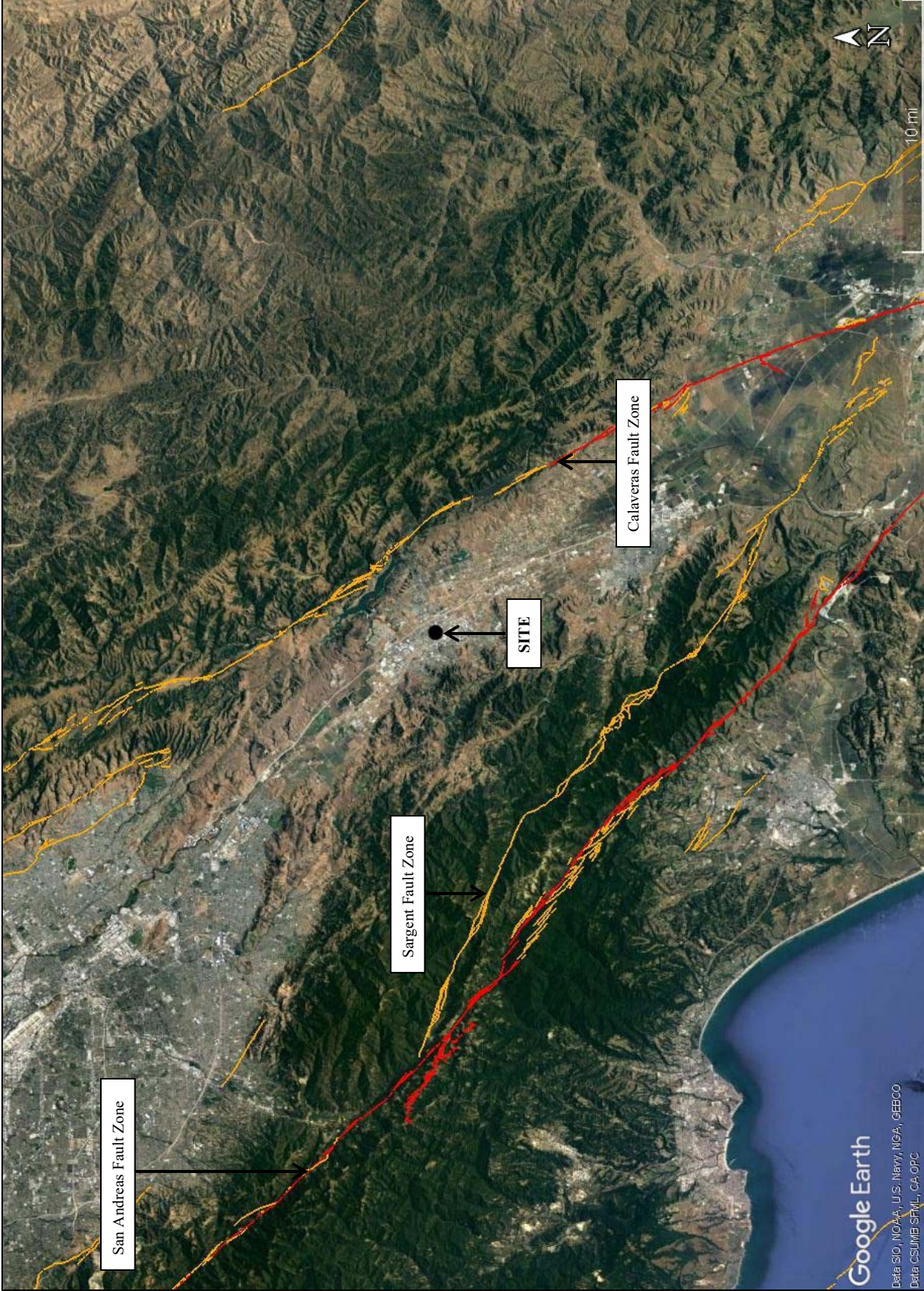


**APPENDIX A**

**Site Vicinity and Fault Map**

**Site Plan**

**Logs of Test Pits**



**SITE VICINITY AND FAULT MAP**

**QUANTUM  
 GEOTECHNICAL, INC.**

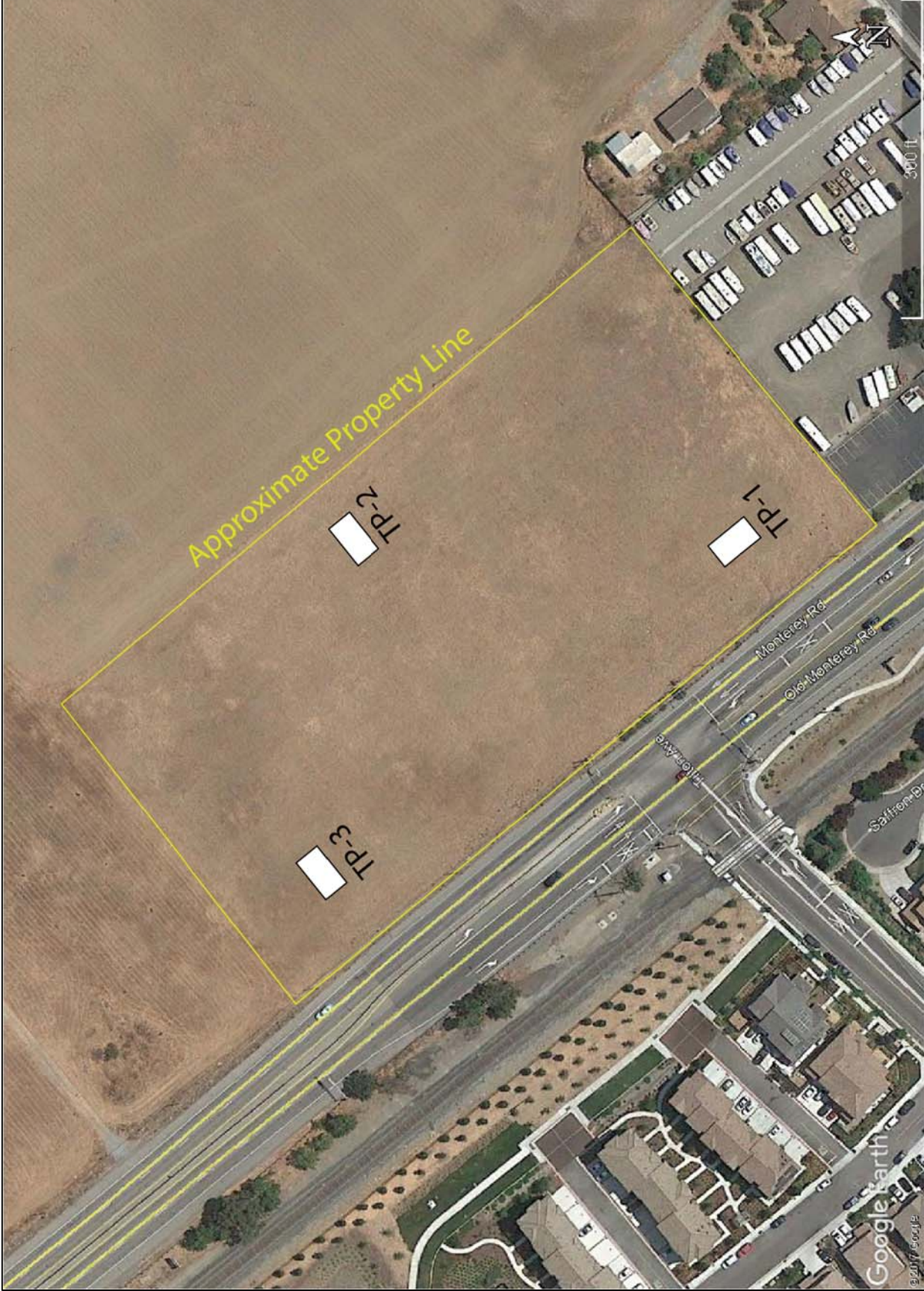
**Proposed Residential Subdivision  
 Monterey Rd., Morgan Hill**

**Project No.  
 D057.G**

**Drawn by:  
 D.T.**

**Figure No.  
 1**





**SITE PLAN**

<p><b>QUANTUM GEOTECHNICAL, INC.</b></p>	<p><b>Proposed Residential Subdivision Monterey Rd., Morgan Hill</b></p>	<p>Project No. <b>D057.G</b></p>	<p>Drawn by: <b>D.T.</b></p>	<p>Figure No. <b>2</b></p>

**LOGS OF TEST PITS**

<b><u>Depth</u></b>	<b><u>USCS Soil Type</u></b>	<b><u>Soil Description</u></b>
<b>TP-1</b>		
0-1.0 ft:	ML	<u>SILT with Gravel</u> : Light brown to reddish brown; dry; medium stiff; fine, subangular to subrounded gravel.
1.0-8.25 ft:	GM	<u>Silty GRAVEL</u> : Light reddish brown; dry; coarse, subrounded gravel to 6 in.
<b>TP-2</b>		
0-1.5 ft:	ML	<u>SILT with Gravel</u> : Light brown to reddish brown; dry; medium stiff; fine, subangular to subrounded gravel.
1.5-10.5 ft:	GM	<u>Silty GRAVEL</u> : Light reddish brown; dry; coarse, subrounded gravel to 6 in.
<b>TP-3</b>		
0-2.0 ft:	ML	<u>SILT with Gravel</u> : Light brown to reddish brown; dry; medium stiff; fine, subangular to subrounded gravel.
2.0-9.5 ft:	GM	<u>Silty GRAVEL</u> : Light reddish brown; dry; coarse, subrounded gravel to 6 in.

## **APPENDIX B**

### **The Grading Specification**

#### **Guide Specifications for Rock Under Floor Slabs**

**THE GRADING SPECIFICATIONS**  
**on**  
**Proposed Residential Development**  
**Diana Venue**  
**Morgan Hill, California**

**1. General Description**

1.1 These specifications have been prepared for the grading and site development of the subject residential development. *Quantum Geotechnical Inc.*, hereinafter described as the Soil Engineer, should be consulted prior to any site work connected with site development to ensure compliance with these specifications.

1.2 The Soil Engineer should be notified at least two working days prior to any site clearing or grading operations on the property in order to observe the stripping of organically contaminated material and to coordinate the work with the grading contractor in the field.

1.3 This item shall consist of all clearing or grubbing, preparation of land to be filled, filling of the land, spreading, compaction and control of fill, and all subsidiary work necessary to complete the grading of the filled areas to conform with the lines, grades, and slopes as shown on the accepted plans. The Soil Engineer is not responsible for determining line, grade elevations, or slope gradients. The property owner, or his representative, shall designate the person or organizations who will be responsible for these items of work.

1.4 The contents of these specifications shall be integrated with the soil report of which they are a part, therefore, they shall not be used as a self-contained document.

**2. Tests**

The standard test used to define maximum densities of all compaction work shall be the ASTM D1557-12 Laboratory Test Procedure. All densities shall be expressed as a relative compaction in terms of the maximum dry density obtained in the laboratory by the foregoing standard procedure.

### **3. Clearing, Grubbing, and Preparing Areas To Be Filled**

3.1 If encountered, all vegetable matter, trees, root systems, shrubs, debris, and organic topsoil shall be removed from all structural areas and areas to receive fill.

3.2 If encountered, any soil deemed soft or unsuitable by the Soil Engineer shall be removed. Any existing debris or excessively wet soils shall be excavated and removed as required by the Soil Engineer during grading.

3.3 All underground structures shall be removed from the site such as old foundations, abandoned pipe lines, septic tanks, and leach fields.

3.4 The final stripped excavation shall be approved by the Soil Engineer during construction and before further grading is started.

3.5 After the site has been cleared, stripped, excavated to the surface designated to receive fill, and scarified, it shall be disked or bladed until it is uniform and free from large clods. The native subgrade soils shall be moisture conditioned and compacted to the requirements as specified in the grading section of this report. Fill can then be placed to provide the desired finished grades. The contractor shall obtain the Soil Engineer's approval of subgrade compaction before any fill is placed.

### **4. Materials**

4.1 All fill material shall be approved by the Soil Engineer. The material shall be a soil or soil-rock mixture which is free from organic matter or other deleterious substances. The fill material shall not contain rocks or lumps over 6 inches in greatest dimension and not more than 15% larger than 2-1/2 inches. Materials from the site below the stripping depth are suitable for use in fills provided the above requirements are met.

4.2 Materials existing on the site are suitable for use as compacted engineered fill after the removal of all debris and organic material. All fill soils shall be approved by the Soil Engineer in the field.

4.3 Should import material be required, it should be approved by the soil Engineer before it is brought to the site.

## **5. Placing, Spreading, and Compacting Fill Material**

5.1 The fill materials shall be placed in uniform lifts of not more than 8 inches in uncompacted thickness. Each layer shall be spread evenly and shall be thoroughly blade mixed during the spreading to obtain uniformity of material in each layer. Before compaction begins, the fill shall be brought to a water content that will permit proper compaction by either (a) aerating the material if it is too wet, or (b) spraying the material with water if it is too dry.

5.2 After each layer has been placed, mixed, and spread evenly, either import material or native material shall be compacted to a relative compaction designated for engineered fill.

5.3 Compaction shall be by footed rollers or other types of acceptable compacting rollers. Rollers shall be of such design that they will be able to compact the fill to the specified density. Rolling shall be accomplished while the fill material is within the specified moisture content range. Rolling of each layer shall be continuous over its entire area and the roller shall make sufficient trips to ensure that the required density has been obtained. No ponding or jetting shall be permitted.

5.4 Field density tests shall be made in each compacted layer by the Soil Engineer in accordance with Laboratory Test Procedure ASTM D1556-15 or D6938-10. When footed rollers are used for compaction, the density tests shall be taken in the compacted material below the surface disturbed by the roller. When these tests indicate that the compaction requirements on any layer of fill, or portion thereof, has not been met, the particular layer, or portion thereof, shall be reworked until the compaction requirements have been met.

5.5 No soil shall be placed or compacted during periods of rain nor on ground which contains free water. Soil which has been soaked and wetted by rain or any other cause shall not be compacted until completely drained and until the moisture content is within the limits hereinbefore described or approved by the Soil Engineer. Approval by the Soil Engineer shall be obtained prior to continuing the grading operations.



## **6. Pavement**

6.1 The proposed subgrade under pavement sections, native soil, and/or fill shall be compacted to a minimum relative compaction of 95% at 2% above optimum moisture content for a depth of 12 inches.

6.2 All aggregate base material placed subsequently should also be compacted to a minimum relative compaction of 95% based on the ASTM Test Procedure D1557-12. The construction of the pavement in the parking and traffic areas should conform to the requirements set forth by the latest Standard Specifications of the Department of Transportation of the State of California and/or City of Morgan Hill, Department of Public Works.

6.3 It is recommended that soils at the proposed subgrade level be tested for a pavement design after the preliminary grading is completed and the soils at the site design subgrade levels are known.

## **7. Utility Trench Backfill**

7.1 The utility trenches extending under concrete slabs-on-grade shall be backfilled with native on-site soils or approved import materials and compacted to the requirements pertaining to the adjacent soil. No ponding or jetting will be permitted.

7.2 Utility trenches extending under all pavement areas shall be backfilled with native or approved import material and properly compacted to meet the requirements set forth by the City of Morgan Hill, Department of Public Works.\*

7.3 Where any opening is made under or through the perimeter foundations for such items as utility lines and trenches, the openings must be resealed so that they are watertight to prevent the possible entrance of outside irrigation or rain water into the underneath portion of the structures.

## **8. Subsurface Line Removal**

8.1 The methods of removal will be designated by the Soil Engineer in the field depending on the depth and location of the line. One of the following methods will be used.

8.2 Remove the pipe and fill and compact the soil in the trench according to the applicable portions of sections pertaining to compaction and utility backfill.

8.3 The pipe shall be crushed in the trench. The trench shall then be filled and compacted according to the applicable portions of Section 5.

8.4 Cap the ends of the line with concrete to prevent entrance of water. The length of the cap shall not be less than 5 feet. The concrete mix shall have a minimum shrinkage.

## **9. Unusual Conditions**

9.1 In the event that any unusual conditions not covered by the special provisions are encountered during the grading operations, the Soil Engineer shall be immediately notified for additional recommendations.

## **10. General Requirements**

### **Dust Control**

10.1 The contractor shall conduct all grading operations in such a manner as to preclude windblown dirt and dust and related damage to neighboring properties. The means of dust control shall be left to the discretion of the contractor and he shall assume liability for claims related to windblown material.

## GUIDE SPECIFICATIONS FOR ROCK UNDER FLOOR SLABS

### Definition

Graded gravel or crushed rock for use under slabs-on-grade shall consist of a minimum thickness of mineral aggregate placed in accordance with these specifications and in conformance with the dimensions shown on the plans. The minimum thickness is specified in the accompanying report.

### Material

The mineral aggregate shall consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination thereof. The aggregate shall be free from deleterious substances. It shall be of such quality that the absorption of water in a saturated dry condition does not exceed 3% of the oven dry weight of the sample.

### Gradation

The mineral aggregate shall be of such size that the percentage composition by dry weight, as determined by laboratory sieves (U.S. Sieves) will conform to the following gradation:

<u>Sieve Size</u>	<u>Percentage Passing</u>
$\frac{3}{4}$ "	90-100
No. 4	25-60
No. 8	18-45
No. 200	0-3

### Placing

Subgrade, upon which gravel or crushed rock is to be placed, shall be prepared as outlined in the accompanying soil report.

## **Appendix C**

### **Phase I Environmental Site Assessment**

# **Report**

## **Phase I Environmental Site Assessment**

**Vacant Parcel  
APN 725-01-018  
Morgan Hill, California 95037**

**Submitted to:**

**North Corridor Investors, LLC**

**November 9, 2017**

**Prepared by:**

**Geologica Inc.**

**5 Third Street, Suite 808  
San Francisco, California 94103  
Phone: (415) 597-7888  
Fax: (888) 858-1382**



*Innovative Strategies for Managing Environmental Liability*

November 9, 2017

North Corridor Investors, LLC  
385 Woodview Ave, Suite 100  
Morgan Hill, CA 95037  
Attn: MJ Frankel, Esq.

**Subject: Report  
Phase I Environmental Site Assessment  
Vacant Parcel APN 752-01-018  
Morgan Hill, California**

Dear Mr. Frankel:

GEOLOGICA INC. is pleased to present this Phase I Environmental Site Assessment (ESA) report for the above-referenced property. The purpose of this ESA was to evaluate the site for indications of recognized environmental conditions with the potential to impact soil, soil gas, and groundwater beneath the property.

We have enjoyed working with you on this project and appreciate the opportunity to be of service. Should you have any questions, please do not hesitate to contact us at (415) 597-7888.

Very truly yours,  
GEOLOGICA, INC.

Mark Hallee, P.G.  
Senior Geologist

Brian F. Aubry, P.G., C.E.G., C.Hg  
Principal

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in 40 CFR 312.10. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

*GEOLOGICA INC.*

5 Third Street, Suite 808 ~ San Francisco, California 94103  
415.597.7888 telephone ~ 888.858.1382 facsimile  
baubry@geologicagroup.com

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### **ATTACHMENT**

- 1 Professional Resumes



**REPORT**  
**PHASE I ENVIRONMENTAL SITE ASSESSMENT**  
**VACANT PARCEL 725-01-018**  
**MORGAN HILL, CA**

**EXECUTIVE SUMMARY**

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<b>Purpose</b>	This Phase I Environmental Site Assessment (ESA) was performed by GEOLOGICA, INC. to identify Recognized Environmental Conditions (RECs) at the above-referenced property. This ESA was conducted at the request of Mr. MJ Frankel of Dividend Homes.
<b>Scope</b>	The scope of work was in general conformance with the requirements specified in ASTM Standard E1527-13 and the U.S. Environmental Protection Agency's All Appropriate Inquiries (AAI) rule adopted in November 2013. Any exceptions to or deletions from these guidance protocols are described within this report.
<b>Site Location &amp; Surroundings</b>	<p>The site is located on the east side of Monterey Road, about 300 feet north of Burnett Avenue, adjacent to the northern city limits of Morgan Hill. The rectangular lot is approximately 5.8 acres in size and is identified by APN 725-01-018. The property is bordered by the following developments/land uses:</p> <ul style="list-style-type: none"><li>• Northeast – Undeveloped former farmland.</li><li>• Southwest – Monterey Road, railroad tracks, and then homes.</li><li>• Northwest – Undeveloped former farmland.</li><li>• Southeast – An RV and boat storage facility and a building containing several offices and a small dessert shop.</li></ul>
<b>Physical Setting</b>	The site elevation is approximately 340 feet above mean sea level. The nearest significant surface water body is Coyote Creek, approximately 1¼ miles east-northeast of the site. Site soils consist of alluvial fan sediments. The depth to groundwater is believed to be about 40 feet and the gradient is north to northeast.
<b>Site Observations</b>	The site is an undeveloped parcel sparsely covered with dried grasses and weeds. The lot had apparently been disked earlier in the summer to knock down the wild grasses and weeds that had grown in the spring. Scattered cobbles were exposed at the surface of the soil. Several broken pieces of concrete and a small pile of asphalt rubble were observed in the southwest corner of the site. A small pile of tires, about four to six in number, was present in the southeast corner of the lot. A few windblown plastic bags were observed on the lot, which was otherwise largely free of trash. A wire fence surrounds the property. No RECs were identified during the site visit.
<b>Hazardous Materials &amp; Wastes</b>	No hazardous materials or hazardous wastes were identified during our visit, nor were there any other issues of concern.
<b>USTs/ASTs</b>	No evidence of underground storage tanks (USTs) or aboveground storage tanks (ASTs) was observed at the site.
<b>Site History</b>	The site and adjacent lands were occupied by orchards and/or agricultural fields going back at least to 1939. An irrigation well was once located onsite, but no other manmade structures have been identified. The irrigation well has been properly destroyed according to SCVWD records. Agricultural use of the site may have ceased about a decade or so ago. The site has remained undeveloped throughout the period of record.
<b>Prior Investigations</b>	No prior investigation reports for the site were available to review.

**Conclusions** GEOLOGICA has performed a Phase I Environmental Site Assessment in conformance with the ASTM Standard E 1527-13 for APN 725-01-018 in Morgan Hill, California. Any exceptions to, or deletions from these practices were described in this report where applicable. Based on the scope of services and limitations of this Phase I ESA, no Recognized Environmental Conditions (RECs) were identified in connection with the subject property.

**Recommendations** No Phase II subsurface investigations are recommended at this time. However, given the past agricultural use of the site, it may be prudent to sample near-surface soils to test for agricultural chemicals, particularly if residential use of the property is planned. The old tires observed in the southeast corner of the site should be disposed appropriately by a qualified vendor.

# 1 INTRODUCTION

---

This report presents the results of a Phase I Environmental Site Assessment (ESA) conducted at a 5.8-acre, undeveloped parcel located along Monterey Road in Morgan Hill, California (the “property” or “site”). The property location is shown on **Figure 1**. The ESA was performed at the request of Mr. MJ Frankel of Dividend Homes as part of the due diligence process prior to purchasing the site.

## 1.1 Guidance Protocol

The scope of work for this ESA was based on GEOLOGICA’s proposal to Mr. Frankel dated August 2, 2017. The scope of work was in general conformance with the requirements specified in ASTM Standard E1527-13, including the U.S. Environmental Protection Agency’s All Appropriate Inquiries (AAI) rule adopted in November 2013. Any exceptions to or deletions from these guidance protocols are described within this report.

## 1.2 Purpose

The purpose of this Phase I ESA was to review past and present land use practices and activities at and near the subject property for evidence of Recognized Environmental Conditions (RECs) that could result in impacts to soil, soil vapor, surface water, and/or groundwater at, beneath, or originating from the subject property. The end result of this Phase I ESA is a listing of identified RECs, defined by the American Society for Testing and Materials (ASTM) as “*the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to a release to the environment; under conditions indicative of a release to the environment or under conditions that pose a material threat of future release. De minimis conditions are not recognized environmental conditions.*” ASTM Standard E1527-13 also defines a Controlled Recognized Environmental Condition (CREC) as the condition where a previous release at a property was granted a risk-based closure, but the contaminants were allowed to remain *in place* under certain restrictions or conditions. The ASTM Standard specifies that a Historical Recognized Environmental Condition (HREC) is one where a past release was addressed at a property to a level that allows for *unrestricted* residential use.

## 1.3 Scope of Services

This Phase I ESA was accomplished through, and limited to, the following tasks:

- Interviews with knowledgeable personnel;
- Site walk-through and windshield survey of the surrounding vicinity;
- Review of records reasonably available at local and regional public agencies through office visits, telephone contacts, website research, and environmental database search;

- Investigation of site history through interviews and review of readily available historical documentation such as: a) aerial photos, b) topographic maps, c) Sanborn fire insurance maps, d) city directories, e) agency files, and f) previous site investigation documents; and
- Review of readily available documentation from standard resources regarding environmental, physiographic, geologic, and hydrogeologic conditions.

#### 1.4 Exclusions

The sampling of air, soil, groundwater, surface water, drinking water, suspect asbestos-containing materials, lead-based paint, or laboratory testing for hydrocarbons, lead, radon, or other compounds was not included as a part of our scope of services, nor is the sampling and testing of these materials within the normal scope of a Phase I ESA. This ESA did not constitute a comprehensive regulatory compliance, endangered species, wetlands, indoor air quality, or high-voltage power line audit.

#### 1.5 Credentials

This report has been prepared under the professional supervision of the principal(s) whose signature(s) appear herein. The information contained in this report has received appropriate technical review and approval. The conclusions represent professional judgments and are founded upon the findings of the investigations identified in the report and the interpretation of such data based on our experience and expertise according to the existing standards of care for work of this kind. Resumes of the professionals involved in preparing this report are included in **Attachment 1** of this report.

## 2 SITE SETTING

---

### 2.1 Site Location and Description

The site is located on the east side of Monterey Road, about 300 feet north of Burnett Avenue, adjacent to the northern city limits of Morgan Hill (**Figure 1**). The rectangular lot is approximately 5.8-acres in size and is identified by Santa Clara County Assessor's Parcel Number (APN) 725-01-018. The property is undeveloped and has historically been cultivated farmland.

### 2.2 Surrounding Properties

The surrounding area includes undeveloped land, commercial, and residential properties. The site is bordered by the following developments/land uses (**Figure 2**):

- Northeast – Undeveloped former farmland.
- Southwest – Monterey Road, railroad tracks, and then homes.
- Northwest – Undeveloped former farmland.
- Southeast – An RV and boat storage facility and a building containing several offices and a small dessert shop.

### 2.3 Physical Setting

Morgan Hill is located in the relatively narrow, southeasterly trending arm of the Santa Clara Valley. Review of the U.S. Geological Survey's Morgan Hill topographic quadrangle (USGS, 1980) indicates that the site elevation is approximately 340 feet above mean sea level. The natural ground surface around the property slopes west-southwest at a gradient of about 30 feet per mile. The nearest significant surface water body is Coyote Creek, located approximately 1¼ miles east-northeast of the site.

### 2.4 Geologic Setting

Santa Clara Valley is part of the Coast Ranges geomorphic province of California. This province is characterized by northwest-trending ridges and valleys, and contains numerous active faults. The Diablo Range borders the eastern side of Santa Clara Valley. This mountain range is cored by rocks of the Franciscan Complex that are structurally overlain by Coast Range Ophiolite and marine clastic rocks of the Mesozoic-age Great Valley Sequence (Wentworth, et al, 1999). The Calaveras and Hayward faults are major active faults that transect the southwestern front of the Diablo Range. The southwest side of Santa Clara Valley is bordered by the Santa Cruz Mountains. This mountain range is transected in a northwesterly direction by the San Andreas fault. The basement rocks of the Santa Cruz Mountains include granitic and mafic crystalline rocks of the Salinian block that are part of the Pacific Plate (Wentworth, et al,

1999). These rocks originated far to the south and have been transported to their present position by movement along the San Andreas fault.

The Santa Clara Valley is a large structural basin underlain by a basement of strongly deformed sedimentary and metamorphic rocks that includes the Franciscan Complex, Coast Range Ophiolite, and Great Valley Sequence (Wentworth, et al, 1999). Near-surface sediments in the Valley consist of alluvial deposits derived from the bordering mountains. These sediments were deposited as a series of coalescing alluvial fans by streams draining the mountains. Geologic deposits in the site vicinity have been classified as Upper Pleistocene age alluvial fan sediments (Wentworth, et al, 1999). These deposits consist of gravel and cobbles in a clayey and sandy matrix.

## 2.5 Groundwater Conditions

The site is located at the southern edge of the Santa Clara Valley Groundwater Basin. The water-bearing formations of the basin include two principle units: the Plio-Pleistocene age Santa Clara Formation and younger alluvium of Pleistocene to Holocene age (California Dept. of Water Resources [CDWR], 2004). The alluvium is the most important water-bearing unit in the Santa Clara Basin. The permeability of the valley alluvium is generally high and all large production wells derive their water from it (CDWR, 2004). The alluvium is generally comprised of unconsolidated gravel, sand, silt, and clay deposited principally as a series of convergent alluvial fans.

The subject property is reportedly located near a groundwater divide that separates the Santa Clara Valley Basin on the north from the adjoining Llagas Basin on the south. As such, the groundwater gradient is nearly flat. No site-specific information was available about groundwater conditions at the subject property. A standby Municipal well in this vicinity reportedly has elevated nitrate concentrations, most likely due to the historical agricultural use of the land. The Geotracker database contained data for a nearby LUST site at 19490 Monterey Road, about 850 feet southeast of the subject property. The depth to groundwater at the LUST site was 40 feet in the 1990s. The inferred direction of groundwater flow was north to northeast.

### 3 SITE RECONNAISSANCE

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A site reconnaissance was conducted by GEOLOGICA Senior Geologist, Mark Hallee on August 17, 2017. The purpose of our reconnaissance was to observe existing conditions and to assess for potential Recognized Environmental Conditions. Observations noted during the site visit are summarized below. Representative photographs of the property are included in **Appendix A**.

#### 3.1 Property Description

The site is an undeveloped parcel sparsely covered with dried grasses and weeds. The lot had apparently been disked earlier in the summer to knock down the wild grasses and weeds that had grown in the spring. Scattered cobbles were exposed at the surface of the soil. Several broken pieces of concrete and a small pile of asphalt rubble were observed in the southwest corner of the site. A small pile of tires, about four to six in number, was present in the southeast corner of the lot. A few windblown plastic bags were observed on the lot, which was otherwise largely free of trash. A wire fence surrounds the property. No RECs were identified during the site visit.

#### 3.2 Hazardous Materials and Wastes

No hazardous materials or hazardous wastes were identified during our visit.

#### 3.3 USTs, ASTs, and Other Subsurface Structures

No evidence of underground storage tanks (USTs) or aboveground storage tanks (ASTs) was observed at the site. No evidence of other below-ground structures was noted.

#### 3.4 Polychlorinated Biphenyls (PCBs)

There was no evidence of potential PCB-containing electrical equipment at the property.

#### 3.5 Other Environmental Issues

No clarifiers, drywells, sumps, discharge areas, discolored soils, pools of liquid, odors, monitoring wells, or septic tanks were observed. No evidence of distressed vegetation, onsite disposal or dumping, or disturbed soil was observed.

##### 3.5.1 HIGH-VOLTAGE TOWER-MOUNTED TRANSMISSION LINES

No high-voltage tower-mounted transmission lines were observed in proximity to the site.

##### 3.5.2 WETLANDS

No evidence of the potential presence of wetland areas was noted on or immediately adjacent to the subject property.

## 3.6 Utilities

Utility services in Morgan Hill are provided by the following entities.

### 3.6.1 ELECTRICAL SERVICE AND NATURAL GAS

Electrical service and natural gas are provided by PG&E.

### 3.6.2 POTABLE WATER

Potable water is provided by the City of Morgan Hill.

### 3.6.3 SANITARY AND STORMWATER SEWERS

Sanitary and storm sewers are maintained by the City of Morgan Hill. Wastewater treatment facilities are managed by the South County Regional Wastewater Authority.

### 3.6.4 SOLID WASTE DISPOSAL

Pickup and disposal service for ordinary solid waste is provided by the municipal contractor, Recology South Valley.



## 4 HISTORICAL RECORDS REVIEW

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Information about the property's history is summarized below. The history was derived based upon a review of aerial photographs, topographic maps, and city directories provided by Environmental Data Resources, Inc. (EDR). Information may also have been obtained from a review of agency records. Copies of the records provided by EDR are included in **Appendix B**. Agency records are included in **Appendix C**.

### 4.1 Property History Summary

Historical topographic maps and aerial photos show that the site and adjacent land were occupied by orchards and/or agricultural fields going back at least to 1939. An irrigation well was once located onsite, but no other manmade structures have been identified. The well has been properly destroyed according to SCVWD records. Agricultural use of the site may have ceased about a decade or so ago. The site has remained undeveloped throughout the period of record.

### 4.2 Interviews

Nobody was available to interview about the site history.

### 4.3 Environmental Lien Search and User Questionnaire

No environmental liens or activity or use limitations (AULs) were found in an environmental lien search for the property conducted for GEOLOGICA by AFX Title LLC. The AFX report indicated that the property has been owned by Luckyshing LLC since 2000. The previous owner was the Walter Sorg Family Trust. A User Questionnaire, as presented in ASTM E1527-13, was completed by MJ Frankel of Dividend Homes. Mr. Frankel was not aware of any current environmental liens, AULs, or any encumbrances to the subject property. The AFX environmental lien report and User Questionnaire are included in **Appendix C**.

### 4.4 Historical Aerial Photographs

EDR provided GEOLOGICA with historical aerial photographs from 1939, 1940, 1948, 1950, 1956, 1963, 1968, 1973, 1982, 1998, 2005, 2006, 2009, 2010, and 2012. The aerial photos are included in **Appendix B**. Our review of the aerial photos is described in the following paragraphs.

- The 1939 and 1940 aerial photographs show that the subject property and adjacent lands on the east, west, and north are part of a large tract of orchards. Monterey Road and Burnett Avenue are present. The adjacent lot on the southeast is occupied by a building with a similar footprint to the existing office building. The building is surrounded by a yard containing a number of mature trees. Scattered homes/farms are present along Monterey Road and elsewhere.

- There is little obvious change to the site vicinity on the aerial photos from 1948 and 1950.
- The 1956 photo shows that the subject site and some of the adjacent land on the northeast and northwest sides have been converted from orchards to row crops. Several new homes are present on the opposite side of Monterey Road. Several new buildings (inferred home and garage) are visible on the northeast side of the adjacent lot on the southeast side of the site.
- The 1963 aerial photo shows that more of the adjacent land on the northeast side of the site has been converted from orchards to row crops. Orchards still predominate the general area, however. The southeast corner of Monterey Road and Burnett Avenue has been developed with what is believed to be an auto dealership.
- The 1968 air photo shows little obvious change to the site or adjacent properties compared to 1963. The subject site appears to be fallow.
- There is no obvious change to the site or adjacent properties on the 1973 aerial photo, which is very poor quality. A trailer park development is under construction to the northeast, and another is present on the northeast side of the inferred auto dealership noted in 1963.
- The air photo from 1982 does not appear to show any significant changes to the site or adjacent properties compared to 1973. The site again appears to be fallow. There are far fewer orchards in the area than previously.
- It appears from the 1998 air photo that the site and the adjacent land on the northeast and northwest are under cultivation with row crops. The adjacent lot on the southeast now contains RVs and boats in storage around the pre-existing office building.
- Air photos from 2005 and 2006 do not appear to show any significant changes to the site or adjacent properties, except that the subject site appears to be fallow. An unidentified white object is present near the center of the site in the 2006 photo. Residential subdivisions have been constructed to the south and southwest, on the opposite side of Monterey Road.
- The air photos from 2009, 2010, and 2012 do not appear to show any significant changes to the site or adjacent properties compared to 2006. The site and adjacent land on the northeast and northwest appear to be fallow. The white object noted at the site on the 2006 photo is not present on these subsequent air photos.

#### 4.5 USGS Topographic Maps

EDR provided GEOLOGICA with historical USGS topographic maps that dated from 1917, 1939, 1955, 1968, 1973, 1980, and 2012. Our review of those records is described in the following paragraphs.

- The 1917 topographic map shows the subject site and most adjacent properties as vacant land. Monterey Road is labeled as a State Highway, and the Southern Pacific railroad

tracks run along its west side. Burnett Avenue is present. A building depicted as a school is located on the adjacent lot on the southeast side of the subject site. Scattered small buildings are shown along either side of Monterey Road and along other intersecting streets. The buildings are not identified, but are probably homes.

- The 1939 topographic map shows the subject site and adjacent properties on three sides as orchards. The building at the adjacent lot on the southeast is labeled as the Burnett School.
- The 1955 map depicts no significant change to the site or adjacent land, except on the northeast side where a rectangular section of adjacent land is no longer depicted as orchard. The rectangular plot has probably been converted to row crops.
- The 1968 topographic map depicts no significant change to the site or adjacent land, except for several small buildings on the northeast side of the Burnett School lot. Additional small buildings are also shown on the opposite side of Monterey Road.
- The 1973 map no longer depicts the site or adjacent land on the northwest and northeast as orchard. Those lands are left blank, as in vacant or planted with low-lying crops. New trailer parks are depicted to the northeast and east, on either side of Burnett Avenue.
- The 1980 topographic map shows a dirt road entering halfway into the subject site from the northwest, close to Monterey Road. The purpose of the road is not apparent. Additional small buildings are depicted on the northeast side of Burnett School. No other significant changes are indicated to the site or adjacent properties.
- The 2012 topographic map no longer uses colored shading to indicate urban areas or other features. The site and adjacent lands are left blank. The map only depicts the grid of streets, but no buildings. No site-specific information is provided by this map.

#### 4.6 Historical Sanborn Maps

EDR reported that there were no historical Sanborn maps available for the site vicinity.

#### 4.7 Historical City Directories

The EDR City Directory report utilized sources that included Cole Information Services and Haines & Company. The report references city directory entries at approximate five-year intervals for the period of 1970 to 2013. Because the subject site has never been developed or had an address, the directories provided no relevant information. The directories indicate that the neighboring building, labeled as the Burnett School on the USGS topographic maps, was actually occupied by a restaurant in the 1980s and 1990s, and possibly by a wine cellar in 1975. An extract of the EDR City Directory report is included in **Appendix B**.

#### 4.8 Previous Environmental Reports

No previous environmental investigation reports were available for the site.

## 5 AGENCY RECORDS AND DATABASES

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### 5.1 Governmental Agency Records

GEOLOGICA made requests to local and State environmental agencies to inquire about relevant records for the subject site. Copies of the pertinent agency records, if any, are included in **Appendix C**. The following is a summary of the results of these inquiries.

#### 5.1.1 SANTA CLARA VALLEY WATER DISTRICT (SCVWD)

We searched the SCVWD website database for Fuel Leaks and Solvent Cases. The subject property was not referenced in that database. We also submitted a request to the SCVWD to search for water well records for the site. The SCVWD reported that there was a record for a properly destroyed water well near the center of the subject site, close to Monterey Road, opposite Tilton Avenue. The SCVWD provided no additional information. We did not observe any evidence of the water well during our site visit.

#### 5.1.2 SANTA CLARA COUNTY DEPARTMENT OF ENVIRONMENTAL HEALTH (SCCDEH)

We submitted a written request for a records search to SCCDEH. The SCCDEH responded via email that they had no files for the subject property. We also searched the online SCCDEH database for the Local Oversight Program (LOP) Public Records. This database did not have any relevant records.

#### 5.1.3 SANTA CLARA COUNTY FIRE DEPARTMENT (SCCFD)

We submitted a written request for a records search to SCCFD. The SCCFD informed us that they no longer provide service to the City of Morgan Hill.

#### 5.1.4 CITY OF MORGAN HILL (MH)

We submitted a public records request to the MH City Clerk's office for any site-related environmental records, including illegal dumping. The City responded via email that they had no records for the subject property.

#### 5.1.5 SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

We submitted a written request to the RWQCB for a records search for the subject site. The RWQCB reported that they had no records. The State Water Resources Control Board's online Geotracker System was also queried. Geotracker did not contain any records for the subject site.

### 5.1.6 CALRECYCLE

GEOLOGICA submitted a written request to CalRecycle for any relevant records about the subject site. CalRecycle responded that there were no records for the site. We also reviewed CalRecycle's online Solid Waste Information System (SWIS) database, but found no records for the property.

### 5.1.7 DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC)

GEOLOGICA submitted a written request to DTSC for any relevant records about the subject site. DTSC reported that they had no information concerning the property. We also reviewed DTSC's online Envirostor database, but found no records for the property.

### 5.1.8 CALEPA, REGULATED SITE PORTAL

The CalEPA Regulated Site Portal is a website that combines data about environmentally regulated sites and facilities in California into a single, searchable database and interactive map. By combining data from a variety of state and federal databases, the portal provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials. The CalEPA website had no records concerning the subject site.

## 5.2 EDR Report

EDR prepared a research report for this ESA entitled *The EDR Radius Map Report with GeoCheck*, dated August 9, 2017. The EDR report summarizes the results of a search of federal, state, and local agency environmental databases to identify hazardous waste generators, corrective action sites, landfills, UST facilities, and sites currently or previously under investigation for environmental violations. The search included the subject property and the surrounding area. The search radius for the report ranges from adjacent sites out to one mile from the property, as prescribed by the ASTM Standard, depending on the type of facility database being searched. The EDR report is presented in **Appendix B**. The following sections summarize pertinent findings from the EDR report.

### 5.2.1 DATABASE SUMMARY – SUBJECT PROPERTY

EDR reports there were no references to the subject site in any of the databases researched.

### 5.2.2 DATABASE SUMMARY – SURROUNDING PROPERTIES

The EDR report indicated a relatively small number of listings within the search radius from among the agency databases. However, some of the listed sites may be referenced only because they have filed a HazMat Business Plan with the City or County, or they generate regulated

wastes. The latter facilities are not a concern unless there is other information indicating that they are also responsible for a serious corrective action.

The following list is a summary of the findings for significant databases within specified radii together with a discussion for selected sites, if any, that are proximal and generally upgradient (south to southwest) of the subject property. The sites that are downgradient are unlikely to have impacted soil and groundwater at the subject property unless they are adjacent or are very proximal.

**NPL** – There are 0 sites on this list within 1 mile of the subject property.

**CERCLIS** – There are 0 sites on this list within 0.5 miles of the subject property.

**RCRA-CORRACTS** – There are 0 sites on the list within 1 mile of the subject property.

**Envirostor** – There are 2 sites on the list within 1 mile of the subject property, but both are greater than ¼ mile away and are therefore not a concern.

**LUST** – There are 2 sites on the LUST list within 0.5 miles of the subject property, each of which is listed twice. Only one of the LUST sites is within 1,000 feet.

- The nearest LUST case is a former Chevrolet Dealer at 19490 Monterey Road, on the southeast corner of Monterey and Burnett Ave, about 850 feet southeast of the site. This LUST case is related to releases from a waste oil tank and a gasoline dispenser discovered in 1991 during closure of the USTs. The release impacted soil and, to a lesser extent, groundwater. Over-excavation was eventually performed to remove impacted soil. Contaminant concentrations in groundwater then attenuated. The LUST case was closed by SCCDEH in 1998. The case summary available on Geotracker indicated that a nearby Municipal “standby” well was also sampled and no VOCs were detected (the well was not in active use due to elevated nitrate levels). This former LUST site does not pose a concern for the subject property.

**SLIC** – There are 0 sites on this list within 0.5 miles of the subject property.

**Historical Drycleaners** – There are 0 sites on this list within 0.125 miles of the subject property.

**Historical Auto Stations** – There is 1 site on this list within 0.125 miles of the subject property.

- The latter listing is B&P Marine at 19500 Monterey Road, which is the adjacent RV and boat storage facility. The only information provided about this facility are name, address, and year listed (2012). The paucity of information does not allow an objective conclusion to be drawn, but no environmental issue is indicated.

The EDR report typically contains a list of Orphan Sites that have incomplete address information and therefore cannot be plotted on the map. A review of the single Orphan Site listed in the EDR report did not reveal any relevance to the subject property.

Our review of available regulatory information has revealed no direct evidence that any nearby sites have impacted the subject property.

## 6 CONCLUSIONS AND RECOMMENDATIONS

---

### 6.1 Data Gaps

No significant data gaps, as defined in ASTM E 1527-13, have been identified in completing this Phase I ESA.

### 6.2 Conclusions

GEOLOGICA has performed a Phase I Environmental Site Assessment in conformance with the ASTM Standard E 1527-13 for APN 725-01-018 in Morgan Hill, California. Any exceptions to, or deletions from these practices were described in this report where applicable. Based on the scope of services and limitations of this Phase I ESA, no Recognized Environmental Conditions (RECs) were identified in connection with the subject property.

### 6.3 Recommendations

No Phase II subsurface investigations are recommended at this time. However, given the past agricultural use of the site, it may be prudent to sample near-surface soils to test for agricultural chemicals, particularly if residential use of the property is planned. The old tires observed in the southeast corner of the site should be disposed appropriately by a qualified vendor.

## 7 LIMITATIONS

---

This report has been prepared for North Corridor Investors, LLC in accordance with GEOLOGICA's proposal. Other parties may rely on the findings and conclusions of the report for informational purposes only. However, North Corridor Investors, LLC and other parties who may rely on the findings and conclusions of the report should recognize that this report is not a comprehensive site characterization and should not be construed as such. The findings and conclusions in this report are predicated on a site reconnaissance, a review of specified records, and a review of the historical usage of the property as presented in this report.

The information obtained is only relevant for the dates of the records reviewed or as of the date of the latest site visit. Thus, the information contained herein is only valid as of the date of the report, and should be updated in the future to reflect any changes in circumstances. The report should only be deemed conclusive with respect to the information obtained. No guarantee of the results of the study is made within the intent of this report or any subsequent report, correspondence or consultation, either express or implied. The services performed were conducted in accordance with the local standard of care in the geographic region at the time the services were rendered.



## 8 REFERENCES

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# Figures

**Figure 1, Location Map**

**Figure 2, Vicinity Map**





**Site Location Map**  
**APN 725-01-018**  
**Morgan Hill, California**

**FIGURE 1**  
**geologica**







**Site Vicinity Map**  
**APN 725-01-018**  
**Morgan Hill, California**

FIGURE 2  
**geologica**



# Appendix A

## Site Photographs



**Client Name:**  
Dividend Homes

**Site Location:**  
APN 725-01-018, Morgan Hill, CA

**Project No.**

**Photo No. 1**

**View Direction of Photo:**  
North

**Description:**  
View looking across the site from the southwest corner.



**Photo No. 2**

**View Direction of Photo:**  
Southwest

**Description:**  
View along the southeast property line from the southeast corner of the site. The neighboring RV and boat storage yard is at left.





**Client Name:**  
Dividend Homes

**Site Location:**  
APN 725-01-018, Morgan Hill, CA

**Project No.**

**Photo No. 3**

**View Direction of Photo:**  
Southeast

**Description:**  
Small pile of tires in the southeast corner of the property.



**Photo No. 4**

**View Direction of Photo:**  
Northwest

**Description:**  
View along the northeast property line. The subject site is on the left side of the fence.





<b>Client Name:</b> Dividend Homes	<b>Site Location:</b> APN 725-01-018, Morgan Hill, CA	<b>Project No.</b>
---------------------------------------	--	--------------------

**Photo No. 5**

**View Direction of Photo:**  
Northwest

**Description:**  
View towards the northwest corner of the site from near the center of the property.



**Photo No. 6**

**View Direction of Photo:**  
Southeast

**Description:**  
View of the southeastern part of the site.





**Client Name:**  
Dividend Homes

**Site Location:**  
APN 725-01-018, Morgan Hill, CA

**Project No.**

**Photo No. 7**

**View Direction of Photo:**  
Southwest

**Description:**  
View along the northwest property line towards Monterey Road.



**Photo No. 8**

**View Direction of Photo:**  
Southeast

**Description:**  
View across the site from the northwest corner.





<b>Client Name:</b> Dividend Homes	<b>Site Location:</b> APN 725-01-018, Morgan Hill, CA	<b>Project No.</b>
---------------------------------------	--	--------------------

**Photo No. 9**

**View Direction of Photo:**  
Southeast

**Description:**  
View along the southwestern property line from the northwest corner of the site. Monterey Road is at right.



**Photo No. 10**

**View Direction of Photo:**  
Northwest

**Description:**  
View along the southwestern property line from the southwest corner of the site. A small pile of asphalt rubble is in the foreground.



# Appendix B

## EDR Reports

**Vacant Parcel**

FREEWAY VIS

MORGAN HILL, CA 95037

Inquiry Number: 5017570.2s

August 09, 2017

**The EDR Radius Map™ Report with GeoCheck®**



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

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*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

### TARGET PROPERTY INFORMATION

#### ADDRESS

FREEWAY VIS  
MORGAN HILL, CA 95037

#### COORDINATES

Latitude (North): 37.1557200 - 37° 9' 20.59"  
Longitude (West): 121.6757730 - 121° 40' 32.78"  
Universal Transverse Mercator: Zone 10  
UTM X (Meters): 617589.6  
UTM Y (Meters): 4112764.2  
Elevation: 344 ft. above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 5640402 MORGAN HILL, CA  
Version Date: 2012

### AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20140609, 20140613  
Source: USDA

MAPPED SITES SUMMARY

Target Property Address:  
 FREEWAY VIS  
 MORGAN HILL, CA 95037

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
<a href="#">1</a>	B & P MARINE INC	19500 MONTEREY ST ST	EDR Hist Auto	Higher	506, 0.096, SE
<a href="#">A2</a>	COCHRANE PLAZA CHEVR	19490 MONTEREY RD	LUST, HIST LUST	Higher	851, 0.161, SSE
<a href="#">A3</a>	DENT CLINIC THE	19490 MONTEREY RD	RCRA-SQG, HIST UST, HAZNET	Higher	851, 0.161, SSE
<a href="#">A4</a>	COCHRANE PLAZA CHEVR	19490 MONTEREY RD	LUST, SWEEPS UST, CUPA Listings, HIST CORTESE	Higher	851, 0.161, SSE
<a href="#">5</a>	SOUTH COUNTY CHEVROL	19490 MONTEREY ST	RCRA-SQG, HIST UST	Higher	861, 0.163, SE
<a href="#">6</a>	KOBASHI, E.K.	105A BURNETT AVE	HIST UST	Higher	926, 0.175, ESE
<a href="#">B7</a>	MORGAN USD - BURNETT	85 TILTON AVE	HIST UST, HAZNET	Lower	961, 0.182, SW
<a href="#">B8</a>	BURNETT SCHOOL	85 TILTON AVE	SWEEPS UST, CA FID UST	Lower	961, 0.182, SW
<a href="#">9</a>	ALPINE RECREATION	19380 MONTEREY RD	CUPA Listings, HAZNET	Higher	1316, 0.249, SE
<a href="#">C10</a>	MORGAN HILL UNIFIED	11230 MONTEREY RD	LUST	Lower	1620, 0.307, NW
<a href="#">C11</a>	ANN SOBRATO HIGH SCH	11230 MONTEREY HIGHW	ENVIROSTOR, LUST, SCH	Lower	1620, 0.307, NW
<a href="#">12</a>	NEW MORGAN HILL HIGH	BURNETT AVENUE	ENVIROSTOR, SCH	Higher	2337, 0.443, NNE
<a href="#">13</a>	DEPRESSURIZED TECHNO	335 COCHRANE CIR	RCRA-SQG, FINDS, ECHO, ICE, HWP	Higher	4320, 0.818, SE

# EXECUTIVE SUMMARY

## TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

NPL..... National Priority List  
Proposed NPL..... Proposed National Priority List Sites  
NPL LIENS..... Federal Superfund Liens

### ***Federal Delisted NPL site list***

Delisted NPL..... National Priority List Deletions

### ***Federal CERCLIS list***

FEDERAL FACILITY..... Federal Facility Site Information listing  
SEMS..... Superfund Enterprise Management System

### ***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

### ***Federal RCRA CORRACTS facilities list***

CORRACTS..... Corrective Action Report

### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

### ***Federal RCRA generators list***

RCRA-LQG..... RCRA - Large Quantity Generators  
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

### ***Federal institutional controls / engineering controls registries***

LUCIS..... Land Use Control Information System  
US ENG CONTROLS..... Engineering Controls Sites List  
US INST CONTROL..... Sites with Institutional Controls



## EXECUTIVE SUMMARY

### ***Federal ERNS list***

ERNS..... Emergency Response Notification System

### ***State- and tribal - equivalent NPL***

RESPONSE..... State Response Sites

### ***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF..... Solid Waste Information System

### ***State and tribal leaking storage tank lists***

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

SLIC..... Statewide SLIC Cases

### ***State and tribal registered storage tank lists***

FEMA UST..... Underground Storage Tank Listing

UST..... Active UST Facilities

AST..... Aboveground Petroleum Storage Tank Facilities

INDIAN UST..... Underground Storage Tanks on Indian Land

### ***State and tribal voluntary cleanup sites***

VCP..... Voluntary Cleanup Program Properties

INDIAN VCP..... Voluntary Cleanup Priority Listing

### ***State and tribal Brownfields sites***

BROWNFIELDS..... Considered Brownfields Sites Listing

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### ***Local Brownfield lists***

US BROWNFIELDS..... A Listing of Brownfields Sites

#### ***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT..... Waste Management Unit Database

SWRCY..... Recycler Database

HAULERS..... Registered Waste Tire Haulers Listing

INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations

ODI..... Open Dump Inventory

IHS OPEN DUMPS..... Open Dumps on Indian Land

#### ***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL..... Delisted National Clandestine Laboratory Register

HIST Cal-Sites..... Historical Calsites Database

## EXECUTIVE SUMMARY

SCH..... School Property Evaluation Program  
CDL..... Clandestine Drug Labs  
Toxic Pits..... Toxic Pits Cleanup Act Sites  
US CDL..... National Clandestine Laboratory Register

### **Local Land Records**

LIENS..... Environmental Liens Listing  
LIENS 2..... CERCLA Lien Information  
DEED..... Deed Restriction Listing

### **Records of Emergency Release Reports**

HMIRS..... Hazardous Materials Information Reporting System  
CHMIRS..... California Hazardous Material Incident Report System  
LDS..... Land Disposal Sites Listing  
MCS..... Military Cleanup Sites Listing  
SPILLS 90..... SPILLS 90 data from FirstSearch

### **Other Ascertainable Records**

RCRA NonGen / NLR..... RCRA - Non Generators / No Longer Regulated  
FUDS..... Formerly Used Defense Sites  
DOD..... Department of Defense Sites  
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing  
US FIN ASSUR..... Financial Assurance Information  
EPA WATCH LIST..... EPA WATCH LIST  
2020 COR ACTION..... 2020 Corrective Action Program List  
TSCA..... Toxic Substances Control Act  
TRIS..... Toxic Chemical Release Inventory System  
SSTS..... Section 7 Tracking Systems  
ROD..... Records Of Decision  
RMP..... Risk Management Plans  
RAATS..... RCRA Administrative Action Tracking System  
PRP..... Potentially Responsible Parties  
PADS..... PCB Activity Database System  
ICIS..... Integrated Compliance Information System  
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)  
MLTS..... Material Licensing Tracking System  
COAL ASH DOE..... Steam-Electric Plant Operation Data  
COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List  
PCB TRANSFORMER..... PCB Transformer Registration Database  
RADINFO..... Radiation Information Database  
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing  
DOT OPS..... Incident and Accident Data  
CONSENT..... Superfund (CERCLA) Consent Decrees  
INDIAN RESERV..... Indian Reservations  
FUSRAP..... Formerly Utilized Sites Remedial Action Program  
UMTRA..... Uranium Mill Tailings Sites  
LEAD SMELTERS..... Lead Smelter Sites  
US AIRS..... Aerometric Information Retrieval System Facility Subsystem  
US MINES..... Mines Master Index File  
ABANDONED MINES..... Abandoned Mines  
FINDS..... Facility Index System/Facility Registry System

## EXECUTIVE SUMMARY

UXO.....	Unexploded Ordnance Sites
DOCKET HWC.....	Hazardous Waste Compliance Docket Listing
ECHO.....	Enforcement & Compliance History Information
FUELS PROGRAM.....	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN.....	Bond Expenditure Plan
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
DRYCLEANERS.....	Cleaner Facilities
EMI.....	Emissions Inventory Data
ENF.....	Enforcement Action Listing
Financial Assurance.....	Financial Assurance Information Listing
HAZNET.....	Facility and Manifest Data
ICE.....	ICE
HWT.....	Registered Hazardous Waste Transporter Database
MINES.....	Mines Site Location Listing
MWMP.....	Medical Waste Management Program Listing
NPDES.....	NPDES Permits Listing
PEST LIC.....	Pesticide Regulation Licenses Listing
PROC.....	Certified Processors Database
Notify 65.....	Proposition 65 Records
SAN JOSE HAZMAT.....	Hazardous Material Facilities
UIC.....	UIC Listing
WASTEWATER PITS.....	Oil Wastewater Pits Listing
WDS.....	Waste Discharge System
WIP.....	Well Investigation Program Case List

### EDR HIGH RISK HISTORICAL RECORDS

#### *EDR Exclusive Records*

EDR MGP.....	EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner.....	EDR Exclusive Historic Dry Cleaners

### EDR RECOVERED GOVERNMENT ARCHIVES

#### *Exclusive Recovered Govt. Archives*

RGA LF.....	Recovered Government Archive Solid Waste Facilities List
RGA LUST.....	Recovered Government Archive Leaking Underground Storage Tank

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

# EXECUTIVE SUMMARY

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal RCRA generators list***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/12/2016 has revealed that there are 2 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>DENT CLINIC THE</i></b>	<b><i>19490 MONTEREY RD</i></b>	<b><i>SSE 1/8 - 1/4 (0.161 mi.)</i></b>	<b><i>A3</i></b>	<b><i>8</i></b>
<b><i>SOUTH COUNTY CHEVROL</i></b>	<b><i>19490 MONTEREY ST</i></b>	<b><i>SE 1/8 - 1/4 (0.163 mi.)</i></b>	<b><i>5</i></b>	<b><i>15</i></b>

### ***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/30/2017 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>NEW MORGAN HILL HIGH</i></b> Facility Id: 43010029 Status: Certified	<b><i>BURNETT AVENUE</i></b>	<b><i>NNE 1/4 - 1/2 (0.443 mi.)</i></b>	<b><i>12</i></b>	<b><i>28</i></b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b><i>ANN SOBRATO HIGH SCH</i></b> Facility Id: 43010024 Status: No Further Action	<b><i>11230 MONTEREY HIGHW</i></b>	<b><i>NW 1/4 - 1/2 (0.307 mi.)</i></b>	<b><i>C11</i></b>	<b><i>23</i></b>

## EXECUTIVE SUMMARY

### ***State and tribal leaking storage tank lists***

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 4 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>COCHRANE PLAZA CHEVR</b> Database: LUST REG 2, Date of Government Version: 09/30/2004 Facility Status: Case Closed date9: 1/15/1998	<b>19490 MONTEREY RD</b>	<b>SSE 1/8 - 1/4 (0.161 mi.)</b>	<b>A2</b>	<b>8</b>
<b>COCHRANE PLAZA CHEVR</b> Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Global Id: T0608502025	<b>19490 MONTEREY RD</b>	<b>SSE 1/8 - 1/4 (0.161 mi.)</b>	<b>A4</b>	<b>12</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MORGAN HILL UNIFIED Database: LUST SANTA CLARA, Date of Government Version: 03/03/2014 Date Closed: 06/30/2005 SCVWD ID: 09S3E08N01F	11230 MONTEREY RD	NW 1/4 - 1/2 (0.307 mi.)	C10	23
<b>ANN SOBRATO HIGH SCH</b> Database: LUST, Date of Government Version: 03/13/2017 Status: Completed - Case Closed Global Id: T0608598193	<b>11230 MONTEREY HIGHW</b>	<b>NW 1/4 - 1/2 (0.307 mi.)</b>	<b>C11</b>	<b>23</b>

HIST LUST: A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

A review of the HIST LUST list, as provided by EDR, and dated 03/29/2005 has revealed that there is 1 HIST LUST site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>COCHRANE PLAZA CHEVR</b> SCVWD ID: 09S3E17E01	<b>19490 MONTEREY RD</b>	<b>SSE 1/8 - 1/4 (0.161 mi.)</b>	<b>A2</b>	<b>8</b>

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### ***Local Lists of Registered Storage Tanks***

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no

## EXECUTIVE SUMMARY

longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 2 SWEEPS UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>COCHRANE PLAZA CHEVR</b> Status: A Tank Status: A Comp Number: 1658	<b>19490 MONTEREY RD</b>	<b>SSE 1/8 - 1/4 (0.161 mi.)</b>	<b>A4</b>	<b>12</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>BURNETT SCHOOL</b> Status: A Tank Status: A Comp Number: 66661	<b>85 TILTON AVE</b>	<b>SW 1/8 - 1/4 (0.182 mi.)</b>	<b>B8</b>	<b>19</b>

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 4 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>DENT CLINIC THE</b>	<b>19490 MONTEREY RD</b>	<b>SSE 1/8 - 1/4 (0.161 mi.)</b>	<b>A3</b>	<b>8</b>
<b>SOUTH COUNTY CHEVROL</b> Facility Id: 00000001658	<b>19490 MONTEREY ST</b>	<b>SE 1/8 - 1/4 (0.163 mi.)</b>	<b>5</b>	<b>15</b>
<b>KOBASHI, E.K.</b> Facility Id: 00000024680	<b>105A BURNETT AVE</b>	<b>ESE 1/8 - 1/4 (0.175 mi.)</b>	<b>6</b>	<b>17</b>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>MORGAN USD - BURNETT</b> Facility Id: 00000066661	<b>85 TILTON AVE</b>	<b>SW 1/8 - 1/4 (0.182 mi.)</b>	<b>B7</b>	<b>18</b>

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there is 1 CA FID UST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>BURNETT SCHOOL</b> Facility Id: 43007104 Status: A Status: I	<b>85 TILTON AVE</b>	<b>SW 1/8 - 1/4 (0.182 mi.)</b>	<b>B8</b>	<b>19</b>

## EXECUTIVE SUMMARY

### ***Other Ascertainable Records***

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 2 CUPA Listings sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>COCHRANE PLAZA CHEVR</b> Database: CUPA SANTA CLARA, Date of Government Version: 02/22/2017	<b>19490 MONTEREY RD</b>	<b>SSE 1/8 - 1/4 (0.161 mi.)</b>	<b>A4</b>	<b>12</b>
<b>ALPINE RECREATION</b> Database: CUPA SANTA CLARA, Date of Government Version: 02/22/2017	<b>19380 MONTEREY RD</b>	<b>SE 1/8 - 1/4 (0.249 mi.)</b>	<b>9</b>	<b>21</b>

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>COCHRANE PLAZA CHEVR</b> Reg Id: 43-2207	<b>19490 MONTEREY RD</b>	<b>SSE 1/8 - 1/4 (0.161 mi.)</b>	<b>A4</b>	<b>12</b>

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 11/21/2016 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>DEPRESSURIZED TECHNO</b> EPA Id: CAD983665068 Cleanup Status: CLOSED	<b>335 COCHRANE CIR</b>	<b>SE 1/2 - 1 (0.818 mi.)</b>	<b>13</b>	<b>33</b>

### **EDR HIGH RISK HISTORICAL RECORDS**

#### ***EDR Exclusive Records***

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include

## EXECUTIVE SUMMARY

gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there is 1 EDR Hist Auto site within approximately 0.125 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
B & P MARINE INC	19500 MONTEREY ST ST	SE 0 - 1/8 (0.096 mi.)	1	8

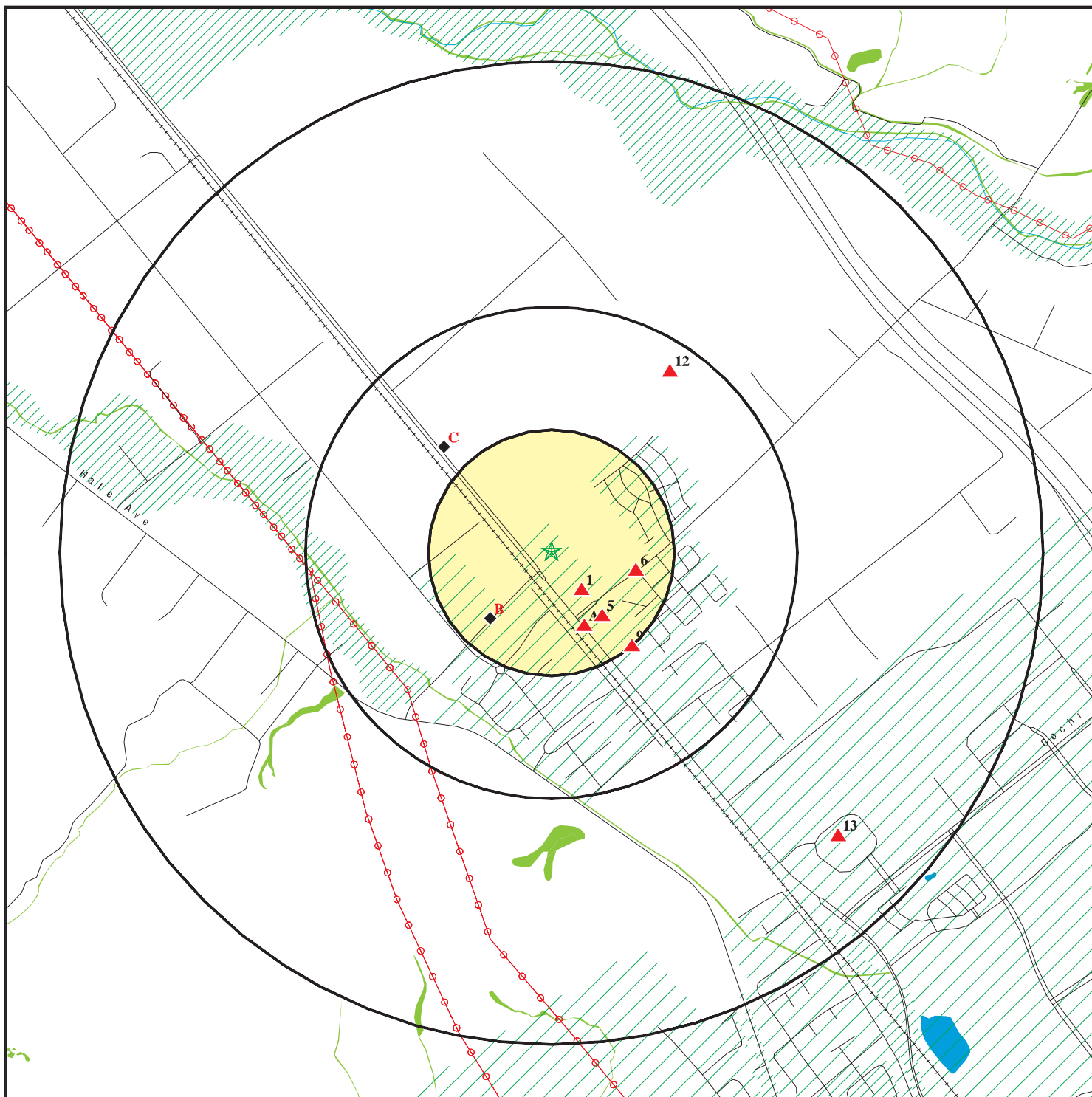


## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

<u>Site Name</u>	<u>Database(s)</u>
FORMER WHITE GASOLINE	LUST

# OVERVIEW MAP - 5017570.2S



★ Target Property

▲ Sites at elevations higher than or equal to the target property

◆ Sites at elevations lower than the target property

▲ Manufactured Gas Plants

■ National Priority List Sites

■ Dept. Defense Sites

■ Indian Reservations BIA

● Power transmission lines

■ 100-year flood zone

■ 500-year flood zone

■ National Wetland Inventory

■ State Wetlands

■ Upgradient Area

■ Areas of Concern

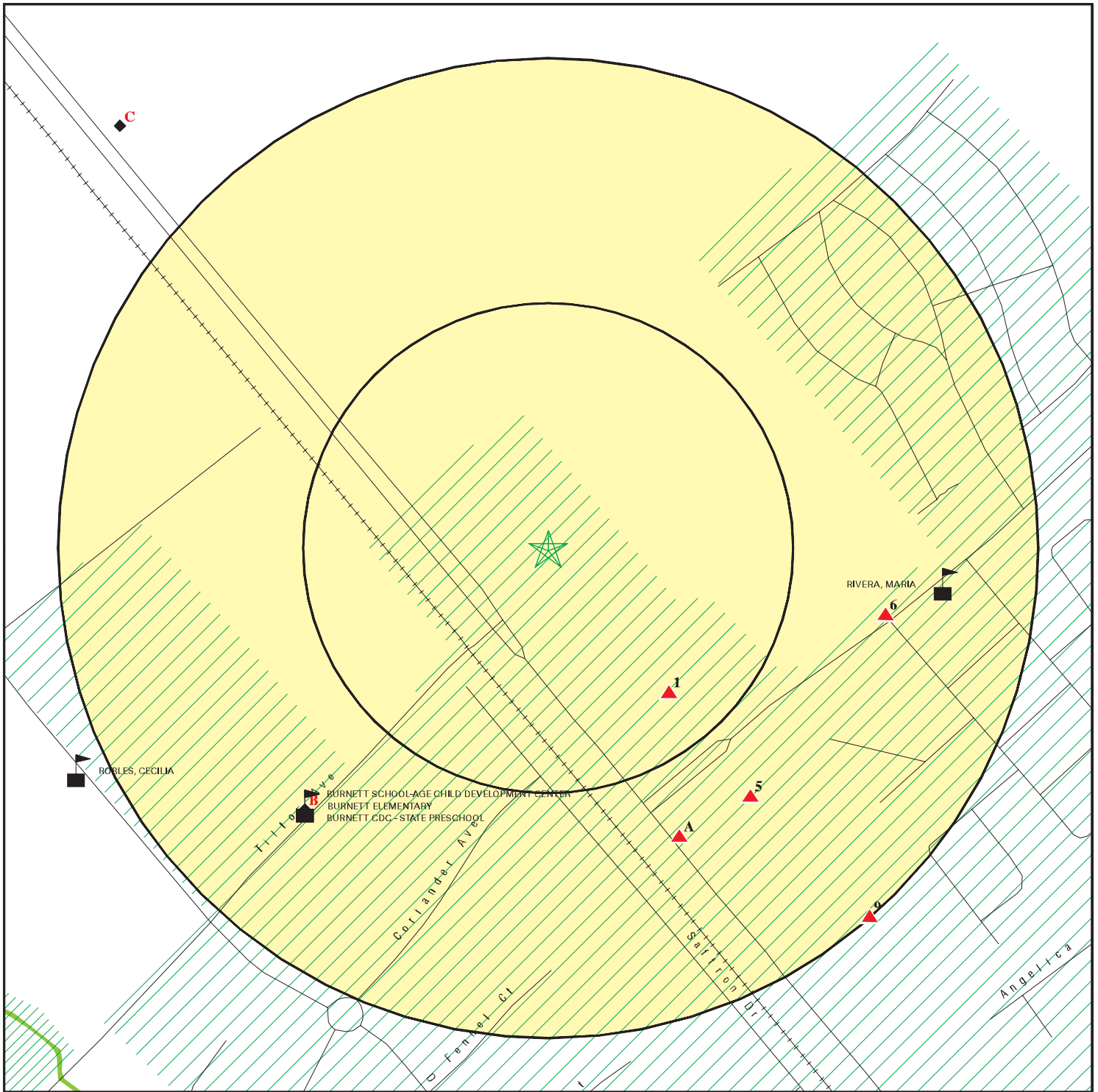


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL CA 95037  
 LAT/LONG: 37.15572 / 121.675773

CLIENT: Geologica  
 CONTACT: Mark Hallee  
 INQUIRY #: 5017570.2s  
 DATE: August 09, 2017 2:17 pm

# DETAIL MAP - 5017570.2S



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

- Indian Reservations BIA
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL CA 95037  
 LAT/LONG: 37.15572 / 121.675773

CLIENT: Geologica  
 CONTACT: Mark Hallee  
 INQUIRY #: 5017570.2s  
 DATE: August 09, 2017 2:23 pm

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>STANDARD ENVIRONMENTAL RECORDS</b>								
<b><i>Federal NPL site list</i></b>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
<b><i>Federal Delisted NPL site list</i></b>								
Delisted NPL	1.000		0	0	0	0	NR	0
<b><i>Federal CERCLIS list</i></b>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<b><i>Federal CERCLIS NFRAP site list</i></b>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA CORRACTS facilities list</i></b>								
CORRACTS	1.000		0	0	0	0	NR	0
<b><i>Federal RCRA non-CORRACTS TSD facilities list</i></b>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA generators list</i></b>								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	2	NR	NR	NR	2
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<b><i>Federal institutional controls / engineering controls registries</i></b>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
<b><i>Federal ERNS list</i></b>								
ERNS	TP		NR	NR	NR	NR	NR	0
<b><i>State- and tribal - equivalent NPL RESPONSE</i></b>								
RESPONSE	1.000		0	0	0	0	NR	0
<b><i>State- and tribal - equivalent CERCLIS ENVIROSTOR</i></b>								
ENVIROSTOR	1.000		0	0	2	0	NR	2
<b><i>State and tribal landfill and/or solid waste disposal site lists</i></b>								
SWF/LF	0.500		0	0	0	NR	NR	0
<b><i>State and tribal leaking storage tank lists</i></b>								
LUST	0.500		0	2	2	NR	NR	4

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
SLIC	0.500		0	0	0	NR	NR	0
HIST LUST	0.500		0	1	0	NR	NR	1
<b>State and tribal registered storage tank lists</b>								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
<b>State and tribal voluntary cleanup sites</b>								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<b>State and tribal Brownfields sites</b>								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>ADDITIONAL ENVIRONMENTAL RECORDS</b>								
<b>Local Brownfield lists</b>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Landfill / Solid Waste Disposal Sites</b>								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Hazardous waste / Contaminated Sites</b>								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
<b>Local Lists of Registered Storage Tanks</b>								
SWEEPS UST	0.250		0	2	NR	NR	NR	2
HIST UST	0.250		0	4	NR	NR	NR	4
CA FID UST	0.250		0	1	NR	NR	NR	1
<b>Local Land Records</b>								
LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>Records of Emergency Release Reports</b>								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
<b>Other Ascertainable Records</b>								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.500		0	0	0	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	2	NR	NR	NR	2
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	TP		NR	NR	NR	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	1	0	NR	NR	1
HWP	1.000		0	0	0	1	NR	1
HWT	0.250		0	0	NR	NR	NR	0
MINES	TP		NR	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
SAN JOSE HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
<b><u>EDR HIGH RISK HISTORICAL RECORDS</u></b>								
<b><i>EDR Exclusive Records</i></b>								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		1	NR	NR	NR	NR	1
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
<b><u>EDR RECOVERED GOVERNMENT ARCHIVES</u></b>								
<b><i>Exclusive Recovered Govt. Archives</i></b>								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	1	15	4	1	0	21

**NOTES:**

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

MAP FINDINGS

Map ID  
Direction  
Distance  
Elevation

Site

Database(s)

EDR ID Number  
EPA ID Number

**1**  
**SE**  
**< 1/8**  
**0.096 mi.**  
**506 ft.**

**B & P MARINE INC**  
**19500 MONTEREY ST STE 1**  
**MORGAN HILL, CA 95037**

**EDR Hist Auto**    **1020850485**  
**N/A**

**Relative:**  
**Higher**

EDR Hist Auto

**Actual:**  
**345 ft.**

Year:    Name:  
2012    B & P MARINE INC

Type:  
Gasoline Service Stations, NEC

**A2**  
**SSE**  
**1/8-1/4**  
**0.161 mi.**  
**851 ft.**

**COCHRANE PLAZA CHEVROLET**  
**19490 MONTEREY RD**  
**UNINCORPORATED, CA 95037**

**LUST**    **S103177418**  
**HIST LUST**    **N/A**

**Site 1 of 3 in cluster A**

**Relative:**  
**Higher**

LUST REG 2:

**Actual:**  
**344 ft.**

Region:                    2  
Facility Id:                Not reported  
Facility Status:            Case Closed  
Case Number:              09S3E17E01f  
How Discovered:            Not reported  
Leak Cause:                Not reported  
Leak Source:                Not reported  
Date Leak Confirmed:      Not reported  
Oversight Program:        LUST  
Prelim. Site Assessment Wokplan Submitted:    Not reported  
Preliminary Site Assessment Began:            12/4/1991  
Pollution Characterization Began:            5/12/1992  
Pollution Remediation Plan Submitted:        Not reported  
Date Remediation Action Underway:            Not reported  
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:

Region:                    SANTA CLARA  
Region Code:              2  
SCVWD ID:                09S3E17E01  
Oversite Agency:         SCVWD  
Date Listed:               1992-10-08 00:00:00  
Closed Date:              1998-01-15 00:00:00

**A3**  
**SSE**  
**1/8-1/4**  
**0.161 mi.**  
**851 ft.**

**DENT CLINIC THE**  
**19490 MONTEREY RD**  
**MORGAN HILL, CA 95037**

**RCRA-SQG**    **1000391461**  
**HIST UST**    **CAD982011306**  
**HAZNET**

**Site 2 of 3 in cluster A**

**Relative:**  
**Higher**

RCRA-SQG:

**Actual:**  
**344 ft.**

Date form received by agency: 07/08/1987  
Facility name:             DENT CLINIC THE  
Facility address:           19490 MONTEREY RD  
   MORGAN HILL, CA 95037  
EPA ID:                     CAD982011306  
Mailing address:           MONTEREY RD  
   MORGAN HILL, CA 95037  
Contact:                    ENVIRONMENTAL MANAGER  
Contact address:           19490 MONTEREY RD



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**DENT CLINIC THE (Continued)**

**1000391461**

MORGAN HILL, CA 95037  
Contact country: US  
Contact telephone: (408) 779-5070  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: JAMES L YORK VICE PRES  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999  
Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Violation Status: No violations found

HIST UST:

File Number: 0002D2A3  
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002D2A3.pdf>  
Region: Not reported  
Facility ID: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**DENT CLINIC THE (Continued)**

**1000391461**

Facility Type: Not reported  
Other Type: Not reported  
Contact Name: Not reported  
Telephone: Not reported  
Owner Name: Not reported  
Owner Address: Not reported  
Owner City,St,Zip: Not reported  
Total Tanks: Not reported

Tank Num: Not reported  
Container Num: Not reported  
Year Installed: Not reported  
Tank Capacity: Not reported  
Tank Used for: Not reported  
Type of Fuel: Not reported  
Container Construction Thickness: Not reported  
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

**HAZNET:**

envid: 1000391461  
Year: 2001  
GEPaid: CAD982011306  
Contact: DANNY SETTLE- PRESSURVEY  
Telephone: --  
Mailing Name: Not reported  
Mailing Address: 19490 MONTEREY RD  
Mailing City,St,Zip: MORGAN HILL, CA 950370000  
Gen County: Not reported  
TSD EPA ID: CAD009452657  
TSD County: Not reported  
Waste Category: Unspecified solvent mixture  
Disposal Method: Not reported  
Tons: 0.08  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: 1000391461  
Year: 2001  
GEPaid: CAD982011306  
Contact: DANNY SETTLE- PRESSURVEY  
Telephone: --  
Mailing Name: Not reported  
Mailing Address: 19490 MONTEREY RD  
Mailing City,St,Zip: MORGAN HILL, CA 950370000  
Gen County: Not reported  
TSD EPA ID: CAD009452657  
TSD County: Not reported  
Waste Category: Unspecified solvent mixture  
Disposal Method: Recycler  
Tons: 0.43  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**DENT CLINIC THE (Continued)**

**1000391461**

envid: 1000391461  
Year: 2000  
GEPaid: CAD982011306  
Contact: DANNY SETTLE- PRESSURVEY  
Telephone: --  
Mailing Name: Not reported  
Mailing Address: 19490 MONTEREY RD  
Mailing City,St,Zip: MORGAN HILL, CA 950370000  
Gen County: Not reported  
TSD EPA ID: CAD009452657  
TSD County: Not reported  
Waste Category: Unspecified solvent mixture  
Disposal Method: Not reported  
Tons: 0  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: 1000391461  
Year: 2000  
GEPaid: CAD982011306  
Contact: DANNY SETTLE- PRESSURVEY  
Telephone: --  
Mailing Name: Not reported  
Mailing Address: 19490 MONTEREY RD  
Mailing City,St,Zip: MORGAN HILL, CA 950370000  
Gen County: Not reported  
TSD EPA ID: CAD008252405  
TSD County: Not reported  
Waste Category: Unspecified solvent mixture  
Disposal Method: Recycler  
Tons: 0.12  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: 1000391461  
Year: 2000  
GEPaid: CAD982011306  
Contact: DANNY SETTLE- PRESSURVEY  
Telephone: --  
Mailing Name: Not reported  
Mailing Address: 19490 MONTEREY RD  
Mailing City,St,Zip: MORGAN HILL, CA 950370000  
Gen County: Not reported  
TSD EPA ID: CAD009452657  
TSD County: Not reported  
Waste Category: Not reported  
Disposal Method: Recycler  
Tons: 0  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 6 additional CA\_HAZNET: record(s) in the EDR Site Report.

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**A4**            **COCHRANE PLAZA CHEVROLET**  
**SSE**           **19490 MONTEREY RD**  
**1/8-1/4**        **UNINCORPORATED, CA 95037**  
**0.161 mi.**  
**851 ft.**        **Site 3 of 3 in cluster A**

**LUST**        **S103972181**  
**SWEEPS UST**    **N/A**  
**CUPA Listings**  
**HIST CORTESE**

**Relative:**  
**Higher**

LUST:

**Actual:**  
**344 ft.**

Region: STATE  
Global Id: T0608502025  
Latitude: 37.153526  
Longitude: -121.674488  
Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 01/15/1998  
Lead Agency: SANTA CLARA COUNTY LOP  
Case Worker: UST  
Local Agency: SANTA CLARA COUNTY LOP  
RB Case Number: Not reported  
LOC Case Number: Not reported  
File Location: All Files are on GeoTracker or in the Local Agency Database  
Potential Media Affect: Aquifer used for drinking water supply  
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Contact:

Global Id: T0608502025  
Contact Type: Regional Board Caseworker  
Contact Name: Regional Water Board  
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)  
Address: 1515 CLAY ST SUITE 1400  
City: OAKLAND  
Email: Not reported  
Phone Number: Not reported

Global Id: T0608502025  
Contact Type: Local Agency Caseworker  
Contact Name: UST CASE WORKER  
Organization Name: SANTA CLARA COUNTY LOP  
Address: 1555 Berger Drive, Suite 300  
City: SAN JOSE  
Email: Not reported  
Phone Number: 4089183400

Status History:

Global Id: T0608502025  
Status: Completed - Case Closed  
Status Date: 01/15/1998

Global Id: T0608502025  
Status: Open - Case Begin Date  
Status Date: 01/01/1991

Global Id: T0608502025  
Status: Open - Site Assessment  
Status Date: 12/04/1991

Global Id: T0608502025

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**COCHRANE PLAZA CHEVROLET (Continued)**

**S103972181**

Status: Open - Site Assessment  
Status Date: 05/12/1992

Regulatory Activities:

Global Id: T0608502025  
Action Type: RESPONSE  
Date: 01/15/1998  
Action: Other Report / Document

Global Id: T0608502025  
Action Type: ENFORCEMENT  
Date: 01/15/1998  
Action: Closure/No Further Action Letter

Global Id: T0608502025  
Action Type: Other  
Date: 01/01/1991  
Action: Leak Reported

Global Id: T0608502025  
Action Type: ENFORCEMENT  
Date: 04/29/1996  
Action: Notice of Responsibility - #39295

Global Id: T0608502025  
Action Type: ENFORCEMENT  
Date: 12/01/1995  
Action: Staff Letter - #18714

Global Id: T0608502025  
Action Type: ENFORCEMENT  
Date: 08/17/1996  
Action: Staff Letter - #18720

Global Id: T0608502025  
Action Type: RESPONSE  
Date: 01/15/1996  
Action: Monitoring Report - Quarterly

Global Id: T0608502025  
Action Type: RESPONSE  
Date: 04/15/1996  
Action: Monitoring Report - Quarterly

Global Id: T0608502025  
Action Type: RESPONSE  
Date: 07/15/1996  
Action: Monitoring Report - Quarterly

Global Id: T0608502025  
Action Type: RESPONSE  
Date: 10/15/1996  
Action: Remedial Progress Report

SWEEPS UST:

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**COCHRANE PLAZA CHEVROLET (Continued)**

**S103972181**

Status: Active  
Comp Number: 1658  
Number: 9  
Board Of Equalization: 44-025927  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Owner Tank Id: 1  
SWRCB Tank Id: 43-004-001658-000001  
Tank Status: A  
Capacity: 1300  
Active Date: 07-01-85  
Tank Use: M.V. FUEL  
STG: P  
Content: REG UNLEADED  
Number Of Tanks: 1

Status: Active  
Comp Number: 1658  
Number: 9  
Board Of Equalization: 44-025927  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Owner Tank Id: 1  
SWRCB Tank Id: 43-004-001658-000001  
Tank Status: A  
Capacity: 1300  
Active Date: 07-01-85  
Tank Use: M.V. FUEL  
STG: P  
Content: REG UNLEADED  
Number Of Tanks: 1

Status: Active  
Comp Number: 1658  
Number: 9  
Board Of Equalization: 44-027870  
Referral Date: 07-01-85  
Action Date: Not reported  
Created Date: 02-29-88  
Owner Tank Id: 1  
SWRCB Tank Id: 49-000-001658-000001  
Tank Status: A  
Capacity: 1300  
Active Date: 07-01-85  
Tank Use: M.V. FUEL  
STG: P  
Content: REG UNLEADED  
Number Of Tanks: 2

Status: Active  
Comp Number: 1658  
Number: 9  
Board Of Equalization: 44-027870  
Referral Date: 07-01-85  
Action Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**COCHRANE PLAZA CHEVROLET (Continued)**

**S103972181**

Created Date: 02-29-88  
Owner Tank Id: Not reported  
SWRCB Tank Id: 49-000-001658-000002  
Tank Status: A  
Capacity: 1  
Active Date: 10-04-89  
Tank Use: UNKNOWN  
STG: P  
Content: UNKNOWN  
Number Of Tanks: Not reported

**CUPA SANTA CLARA:**

Region: SANTA CLARA  
PE#: BP04  
Program Description: HMBP FACILITY, 10-15 CHEMICALS  
Latitude: 37.153629  
Longitude: -121.674438

Region: SANTA CLARA  
PE#: 2205  
Program Description: GENERATES 100 KG YR TO <5 TONS/YR  
Latitude: 37.153629  
Longitude: -121.674438

**HIST CORTESE:**

Region: CORTESE  
Facility County Code: 43  
Reg By: LTNKA  
Reg Id: 43-2207

**5**  
**SE**  
**1/8-1/4**  
**0.163 mi.**  
**861 ft.**

**SOUTH COUNTY CHEVROLET GEO**  
**19490 MONTEREY ST**  
**MORGAN HILL, CA 95037**

**RCRA-SQG 1000124776**  
**HIST UST CAD102108404**

**Relative:**  
**Higher**

**RCRA-SQG:**

Date form received by agency: 09/01/1996  
Facility name: SOUTH COUNTY CHEVROLET GEO  
Facility address: 19490 MONTEREY ST  
MORGAN HILL, CA 95037  
EPA ID: CAD102108404  
Contact: Not reported  
Contact address: Not reported  
Not reported  
Contact country: US  
Contact telephone: Not reported  
Contact email: Not reported  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Actual:**  
**345 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SOUTH COUNTY CHEVROLET GEO (Continued)**

**1000124776**

Owner/Operator Summary:

Owner/operator name: AL CHEW  
Owner/operator address: 19490 MONTEREY ST  
MORGAN HILL, CA 95037  
Owner/operator country: Not reported  
Owner/operator telephone: (408) 779-5547  
Legal status: Private  
Owner/Operator Type: Owner  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED  
Owner/operator address: NOT REQUIRED  
NOT REQUIRED, ME 99999

Owner/operator country: Not reported  
Owner/operator telephone: (415) 555-1212  
Legal status: Private  
Owner/Operator Type: Operator  
Owner/Op start date: Not reported  
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

Historical Generators:

Date form received by agency: 07/22/1996  
Site name: SOUTH COUNTY CHEVROLET GEO  
Classification: Small Quantity Generator

Violation Status: No violations found

HIST UST:

File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000001658  
Facility Type: Other  
Other Type: AUTO DEALERSHIP  
Contact Name: DON MURTOS, SR.  
Telephone: 4082251370  
Owner Name: DON MURTOS CHEVROLET, INC.  
Owner Address: 19490 MONTEREY RD.



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SOUTH COUNTY CHEVROLET GEO (Continued)**

**1000124776**

Owner City,St,Zip: MORGAN HILL, CA 95037  
Total Tanks: 0001  
  
Tank Num: 001  
Container Num: 1  
Year Installed: 1962  
Tank Capacity: 00001300  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: None

**6**  
**ESE**  
**1/8-1/4**  
**0.175 mi.**  
**926 ft.**

**KOBASHI, E.K.**  
**105A BURNETT AVE**  
**MORGAN HILL, CA 95037**

**HIST UST** **U001601574**  
**N/A**

**Relative:**  
**Higher**

HIST UST:  
File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000024680  
Facility Type: Other  
Other Type: FARMING  
Contact Name: Not reported  
Telephone: 4087792521  
Owner Name: ERNEST K. KOBASHI  
Owner Address: 105 A BURNETT AVE  
Owner City,St,Zip: MORGAN HILL, CA 95037  
Total Tanks: 0002

**Actual:**  
**349 ft.**

Tank Num: 001  
Container Num: 02  
Year Installed: 1957  
Tank Capacity: 00000360  
Tank Used for: PRODUCT  
Type of Fuel: REGULAR  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Tank Num: 002  
Container Num: 1  
Year Installed: 1956  
Tank Capacity: 00000360  
Tank Used for: PRODUCT  
Type of Fuel: UNLEADED  
Container Construction Thickness: Not reported  
Leak Detection: Visual

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**B7**  
**SW**  
**1/8-1/4**  
**0.182 mi.**  
**961 ft.**

**MORGAN USD - BURNETT ELEMENTARY SCHOOL**  
**85 TILTON AVE**  
**MORGAN HILL, CA 95035**

**HIST UST** **U001601518**  
**HAZNET** **N/A**

**Site 1 of 2 in cluster B**

**Relative:**  
**Lower**

HIST UST:

File Number: Not reported  
URL: Not reported  
Region: STATE  
Facility ID: 00000066661  
Facility Type: Other  
Other Type: SCHOOL  
Contact Name: Not reported  
Telephone: 4087795241  
Owner Name: MORGAN HILL UNIFIED SCHOOL DIS  
Owner Address: P.O. BOX 927  
Owner City,St,Zip: MORGAN HILL, CA 95037  
Total Tanks: 0001  
  
Tank Num: 001  
Container Num: 1  
Year Installed: 1966  
Tank Capacity: 00000400  
Tank Used for: WASTE  
Type of Fuel: 2  
Container Construction Thickness: X  
Leak Detection: Visual

**Actual:**  
**339 ft.**

HAZNET:

envid: U001601518  
Year: 2013  
GEPaid: CAC002727666  
Contact: ANESSA ESPINOZA  
Telephone: 4082016087  
Mailing Name: Not reported  
Mailing Address: 15600 CONCORD CIR  
Mailing City,St,Zip: MORGAN HILL, CA 950377110  
Gen County: Santa Clara  
TSD EPA ID: CAD981382732  
TSD County: Alameda  
Waste Category: Not reported  
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)  
  
Tons: 87.6  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Not reported

envid: U001601518  
Year: 2013  
GEPaid: CAC002727666  
Contact: ANESSA ESPINOZA  
Telephone: 4082016087  
Mailing Name: Not reported  
Mailing Address: 15600 CONCORD CIR  
Mailing City,St,Zip: MORGAN HILL, CA 950377110  
Gen County: Santa Clara  
TSD EPA ID: CAD028409019

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**MORGAN USD - BURNETT ELEMENTARY SCHOOL (Continued)**

**U001601518**

TSD County: Los Angeles  
Waste Category: Not reported  
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 6.03  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Not reported

envid: U001601518  
Year: 2013  
GEPaid: CAC002727666  
Contact: ANESSA ESPINOZA  
Telephone: 4082016087  
Mailing Name: Not reported  
Mailing Address: 15600 CONCORD CIR  
Mailing City,St,Zip: MORGAN HILL, CA 950377110  
Gen County: Santa Clara  
TSD EPA ID: CAD981382732  
TSD County: Alameda  
Waste Category: Not reported  
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill( To Include On-Site Treatment And/Or Stabilization)  
Tons: 50.568  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Not reported

**B8  
SW  
1/8-1/4  
0.182 mi.  
961 ft.**

**BURNETT SCHOOL  
85 TILTON AVE  
MORGAN HILL, CA 95037  
Site 2 of 2 in cluster B**

**SWEEPS UST S101625228  
CA FID UST N/A**

**Relative:  
Lower**

**SWEEPS UST:**  
Status: Not reported  
Comp Number: 66661  
Number: Not reported  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: Not reported  
Created Date: Not reported  
Owner Tank Id: Not reported  
SWRCB Tank Id: 43-004-066661-000001  
Tank Status: Not reported  
Capacity: 400  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: PRODUCT  
Content: LEADED  
Number Of Tanks: 1

**Actual:  
339 ft.**

Status: Active  
Comp Number: 66661  
Number: 4  
Board Of Equalization: Not reported  
Referral Date: 07-01-85  
Action Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**BURNETT SCHOOL (Continued)**

**S101625228**

Created Date: 02-29-88  
Owner Tank Id: 1  
SWRCB Tank Id: 49-000-066661-000001  
Tank Status: A  
Capacity: 400  
Active Date: 07-01-85  
Tank Use: M.V. FUEL  
STG: P  
Content: LEADED  
Number Of Tanks: 1

CA FID UST:

Facility ID: 43007104  
Regulated By: UTNKA  
Regulated ID: 00066661  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4087795241  
Mail To: Not reported  
Mailing Address: P O BOX  
Mailing Address 2: Not reported  
Mailing City,St,Zip: MORGAN HILL 95037  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Active

Facility ID: 43007104  
Regulated By: UTNKI  
Regulated ID: 00066661  
Cortese Code: Not reported  
SIC Code: Not reported  
Facility Phone: 4087795241  
Mail To: Not reported  
Mailing Address: P O BOX  
Mailing Address 2: Not reported  
Mailing City,St,Zip: MORGAN HILL 95037  
Contact: Not reported  
Contact Phone: Not reported  
DUNs Number: Not reported  
NPDES Number: Not reported  
EPA ID: Not reported  
Comments: Not reported  
Status: Inactive

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

9  
SE  
1/8-1/4  
0.249 mi.  
1316 ft.

**ALPINE RECREATION**  
**19380 MONTEREY RD**  
**MORGAN HILL, CA 95037**

**CUPA Listings** **S113167899**  
**HAZNET** **N/A**

**Relative:**  
**Higher**

CUPA SANTA CLARA:

Region: SANTA CLARA  
PE#: 2205  
Program Description: GENERATES 100 KG YR TO <5 TONS/YR  
Latitude: 37.152990  
Longitude: -121.672841

**Actual:**  
**346 ft.**

Region: SANTA CLARA  
PE#: BP01  
Program Description: HMBP FACILITY, 1-3 CHEMICALS  
Latitude: 37.152990  
Longitude: -121.672841

HAZNET:

envid: S113167899  
Year: 2009  
GEPaid: CAL922843051  
Contact: BRIAN KENNEDY-SAFETY MGR  
Telephone: 4087794511  
Mailing Name: Not reported  
Mailing Address: PO BOX 70  
Mailing City,St,Zip: MORGAN HILL, CA 950380000  
Gen County: Not reported  
TSD EPA ID: CAD980884183  
TSD County: Not reported  
Waste Category: Unspecified solvent mixture  
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.4675  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: S113167899  
Year: 2008  
GEPaid: CAL922843051  
Contact: BRIAN KENNEDY-SAFETY MGR  
Telephone: 4087794511  
Mailing Name: Not reported  
Mailing Address: PO BOX 70  
Mailing City,St,Zip: MORGAN HILL, CA 950380000  
Gen County: Not reported  
TSD EPA ID: CAD008252405  
TSD County: Not reported  
Waste Category: Other organic solids  
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.375  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: S113167899

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ALPINE RECREATION (Continued)**

**S113167899**

Year: 2008  
GEPaid: CAL922843051  
Contact: BRIAN KENNEDY-SAFETY MGR  
Telephone: 4087794511  
Mailing Name: Not reported  
Mailing Address: PO BOX 70  
Mailing City,St,Zip: MORGAN HILL, CA 950380000  
Gen County: Not reported  
TSD EPA ID: CAD008252405  
TSD County: Not reported  
Waste Category: Aqueous solution with total organic residues 10 percent or more  
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site  
Tons: 0.22935  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: S113167899  
Year: 2005  
GEPaid: CAL922843051  
Contact: BRIAN KENNEDY-SAFETY MGR  
Telephone: 4087794511  
Mailing Name: Not reported  
Mailing Address: 16725 CONDIT RD  
Mailing City,St,Zip: MORGAN HILL, CA 950370000  
Gen County: Not reported  
TSD EPA ID: CAD008252405  
TSD County: Not reported  
Waste Category: Unspecified solvent mixture  
Disposal Method: Not reported  
Tons: 0.29  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

envid: S113167899  
Year: 2003  
GEPaid: CAL922843051  
Contact: BRIAN KENNEDY-SAFETY MGR  
Telephone: 4087794511  
Mailing Name: Not reported  
Mailing Address: 16725 CONDIT RD  
Mailing City,St,Zip: MORGAN HILL, CA 950370000  
Gen County: Not reported  
TSD EPA ID: CAD009452657  
TSD County: Not reported  
Waste Category: Unspecified solvent mixture  
Disposal Method: Recycler  
Tons: 0.22  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access additional CA\_HAZNET: detail in the EDR Site Report.

MAP FINDINGS

Map ID  
Direction  
Distance  
Elevation

Site

Database(s)

EDR ID Number  
EPA ID Number

<b>C10</b> <b>NW</b> <b>1/4-1/2</b> <b>0.307 mi.</b> <b>1620 ft.</b>	<b>MORGAN HILL UNIFIED SCHOOL DISTRICT</b> <b>11230 MONTEREY RD</b> <b>MORGAN HILL, CA</b>  <b>Site 1 of 2 in cluster C</b>	<b>LUST</b>	<b>S106088965</b> <b>N/A</b>
<b>Relative:</b> <b>Lower</b>	LUST SANTA CLARA: Region: SANTA CLARA SCVWD ID: 09S3E08N01F		
<b>Actual:</b> <b>342 ft.</b>	Date Closed: 06/30/2005 EDR Link ID: 09S3E08N01F		

<b>C11</b> <b>NW</b> <b>1/4-1/2</b> <b>0.307 mi.</b> <b>1620 ft.</b>	<b>ANN SOBRATO HIGH SCHOOL</b> <b>11230 MONTEREY HIGHWAY</b> <b>SAN JOSE, CA 95037</b>  <b>Site 2 of 2 in cluster C</b>	<b>ENVIROSTOR</b> <b>LUST</b> <b>SCH</b>	<b>S107735846</b> <b>N/A</b>
<b>Relative:</b> <b>Lower</b>	ENVIROSTOR: Facility ID: 43010024 Status: No Further Action Status Date: 06/28/2004 Site Code: 204039 Site Type: School Investigation Site Type Detailed: School Acres: 125 NPL: NO Regulatory Agencies: SMBRP Lead Agency: SMBRP Program Manager: Kamili Siglowide Supervisor: Jose Salcedo Division Branch: Northern California Schools & Santa Susana Assembly: 30 Senate: 17 Special Program: Not reported Restricted Use: NO Site Mgmt Req: NONE SPECIFIED Funding: School District Latitude: 37.15976 Longitude: -121.6811 APN: NONE SPECIFIED Past Use: AGRICULTURAL - ROW CROPS Potential COC: DDD DDE DDT Lead Confirmed COC: 30006-NO 30007-NO 30008-NO 30013-NO Potential Description: SOIL		
<b>Actual:</b> <b>342 ft.</b>	Alias Name: ANN SOBRATO HIGH SCHOOL SITE Alias Type: Alternate Name Alias Name: ANN SOBRATO PROPOSED HIGH SCHOOL/VCA Alias Type: Alternate Name Alias Name: MORGAN HILL USD-ANN SOBRATO HIGH Alias Type: Alternate Name Alias Name: MORGAN UNIFIED SCHOOL DISTRICT Alias Type: Alternate Name Alias Name: 204013 Alias Type: Project Code (Site Code) Alias Name: 204039 Alias Type: Project Code (Site Code) Alias Name: 43010024 Alias Type: Envirostor ID Number		

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ANN SOBRATO HIGH SCHOOL (Continued)**

**S107735846**

Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 11/15/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Phase 1  
Completed Date: 01/27/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 10/07/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Voluntary Cleanup Agreement  
Completed Date: 07/17/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 06/28/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 12/18/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 11/15/2002  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

LUST:

Region: STATE  
Global Id: T0608598193



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ANN SOBRATO HIGH SCHOOL (Continued)**

**S107735846**

Latitude: 37.158979  
Longitude: -121.680109  
Case Type: LUST Cleanup Site  
Status: Completed - Case Closed  
Status Date: 06/30/2005  
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)  
Case Worker: UUU  
Local Agency: SANTA CLARA COUNTY LOP  
RB Case Number: 43-3135  
LOC Case Number: Not reported  
File Location: Not reported  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Diesel  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**Contact:**

Global Id: T0608598193  
Contact Type: Regional Board Caseworker  
Contact Name: Regional Water Board  
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)  
Address: 1515 CLAY ST SUITE 1400  
City: OAKLAND  
Email: Not reported  
Phone Number: Not reported

Global Id: T0608598193  
Contact Type: Local Agency Caseworker  
Contact Name: UST CASE WORKER  
Organization Name: SANTA CLARA COUNTY LOP  
Address: 1555 Berger Drive, Suite 300  
City: SAN JOSE  
Email: Not reported  
Phone Number: 4089183400

**Status History:**

Global Id: T0608598193  
Status: Completed - Case Closed  
Status Date: 06/30/2005

Global Id: T0608598193  
Status: Open - Case Begin Date  
Status Date: 10/01/2002

Global Id: T0608598193  
Status: Open - Site Assessment  
Status Date: 06/28/2005

**Regulatory Activities:**

Global Id: T0608598193  
Action Type: RESPONSE  
Date: 10/21/2002  
Action: Unauthorized Release Form

Global Id: T0608598193  
Action Type: Other

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ANN SOBRATO HIGH SCHOOL (Continued)**

**S107735846**

Date: 10/21/2002  
Action: Leak Reported

Global Id: T0608598193  
Action Type: ENFORCEMENT  
Date: 06/30/2005  
Action: Closure/No Further Action Letter

Global Id: T0608598193  
Action Type: ENFORCEMENT  
Date: 06/30/2005  
Action: Closure/No Further Action Letter

Global Id: T0608598193  
Action Type: Other  
Date: 10/01/2002  
Action: Leak Discovery

Global Id: T0608598193  
Action Type: REMEDIATION  
Date: 10/02/2002  
Action: Not reported

**SCH:**

Facility ID: 43010024  
Site Type: School Investigation  
Site Type Detail: School  
Site Mgmt. Req.: NONE SPECIFIED  
Acres: 125  
National Priorities List: NO  
Cleanup Oversight Agencies: SMBRP  
Lead Agency: SMBRP  
Lead Agency Description: DTSC - Site Cleanup Program  
Project Manager: Kamili Siglowide  
Supervisor: Jose Salcedo  
Division Branch: Northern California Schools & Santa Susana  
Site Code: 204039  
Assembly: 30  
Senate: 17  
Special Program Status: Not reported  
Status: No Further Action  
Status Date: 06/28/2004  
Restricted Use: NO  
Funding: School District  
Latitude: 37.15976  
Longitude: -121.6811  
APN: NONE SPECIFIED  
Past Use: AGRICULTURAL - ROW CROPS  
Potential COC: DDD, DDE, DDT, Lead  
Confirmed COC: 30006-NO, 30007-NO, 30008-NO, 30013-NO  
Potential Description: SOIL  
Alias Name: ANN SOBRATO HIGH SCHOOL SITE  
Alias Type: Alternate Name  
Alias Name: ANN SOBRATO PROPOSED HIGH SCHOOL/VCA  
Alias Type: Alternate Name

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ANN SOBRATO HIGH SCHOOL (Continued)**

**S107735846**

Alias Name: MORGAN HILL USD-ANN SOBRATO HIGH  
Alias Type: Alternate Name  
Alias Name: MORGAN UNIFIED SCHOOL DISTRICT  
Alias Type: Alternate Name  
Alias Name: 204013  
Alias Type: Project Code (Site Code)  
Alias Name: 204039  
Alias Type: Project Code (Site Code)  
Alias Name: 43010024  
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 11/15/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Phase 1  
Completed Date: 01/27/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 10/07/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Voluntary Cleanup Agreement  
Completed Date: 07/17/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 06/28/2000  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 12/18/2001  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 11/15/2002  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**ANN SOBRATO HIGH SCHOOL (Continued)**

**S107735846**

Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

12  
NNE  
1/4-1/2  
0.443 mi.  
2337 ft.

**NEW MORGAN HILL HIGH SCHOOL  
BURNETT AVENUE  
MORGAN HILL, CA 95037**

**ENVIROSTOR S105628970  
SCH N/A**

**Relative:  
Higher**

**ENVIROSTOR:**

**Actual:  
355 ft.**

Facility ID: 43010029  
Status: Certified  
Status Date: 06/21/2003  
Site Code: 204091  
Site Type: School Cleanup  
Site Type Detailed: School  
Acres: 28  
NPL: NO  
Regulatory Agencies: SMBRP  
Lead Agency: SMBRP  
Program Manager: Kamili Siglowide  
Supervisor: Javier Hinojosa  
Division Branch: Northern California Schools & Santa Susana  
Assembly: 29  
Senate: 17  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: School District  
Latitude: 37.1611  
Longitude: -121.6714  
APN: NONE SPECIFIED  
Past Use: AGRICULTURAL - ROW CROPS  
Potential COC: Arsenic Chlordane Lead  
Confirmed COC: Arsenic Chlordane Lead  
Potential Description: SOIL  
Alias Name: MORGAN HILL UNIFIED SCHOOL DISTRICT  
Alias Type: Alternate Name  
Alias Name: MORGAN HILL USD-NEW MORGAN HILL HIGH  
Alias Type: Alternate Name  
Alias Name: NEW MORGAN HILL HIGH SCHOOL  
Alias Type: Alternate Name  
Alias Name: 110033611740  
Alias Type: EPA (FRS #)  
Alias Name: 204091  
Alias Type: Project Code (Site Code)  
Alias Name: 43010029  
Alias Type: Envirostor ID Number

**Completed Info:**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 11/27/2002  
Comments: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**NEW MORGAN HILL HIGH SCHOOL (Continued)**

**S105628970**

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Removal Action Completion Report  
Completed Date: 06/10/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Removal Action Workplan  
Completed Date: 03/27/2003  
Comments: The cluster of buildings on this property are identified as the Central Building Cluster and the Eastern Shed Area. Excavation will continue until the arsenic, cadmium, lead, chlordan, dieldrin and endrin concentrations in the soil are found to be less than the health based risk cleanup levels. Approval of the plan to remove 150 cubic yards of soil and dispose of the contaminated in a Class II landfill.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Supplemental Site Investigation Report  
Completed Date: 10/09/2002  
Comments: SSI - The New Morgan Hill is approximately 17 acres and has been used for agricultural and residential purposes for at least 50 years. No agricultural land used since 2002. A cluster of three buildings in the eastern portion of the site, is the subject of this removal. The PEA indicated that elevated levels of chlordane, dieldrin, endrin, lead, arsenic, and cadmium, detected in soil. Additional sampling was conducted to determine the extent of the contamination.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Technical Report  
Completed Date: 06/03/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Workplan  
Completed Date: 01/22/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: CEQA - Notice of Exemption  
Completed Date: 03/27/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 04/30/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**NEW MORGAN HILL HIGH SCHOOL (Continued)**

**S105628970**

Completed Date: 01/23/2002  
Comments: DTSC entered into an Environmental Oversight Agreement (EOA) (Docket # HSA-A 01/02-079) with Morgan Hill Unified Schl Dist to provide oversight for a Preliminary Endangerment Assessment (PEA) for the New Morgan Hill High School Site.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Certification  
Completed Date: 06/21/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 10/07/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 07/10/2003  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

SCH:

Facility ID: 43010029  
Site Type: School Cleanup  
Site Type Detail: School  
Site Mgmt. Req.: NONE SPECIFIED  
Acres: 28  
National Priorities List: NO  
Cleanup Oversight Agencies: SMBRP  
Lead Agency: SMBRP  
Lead Agency Description: DTSC - Site Cleanup Program  
Project Manager: Kamili Siglowide  
Supervisor: Javier Hinojosa  
Division Branch: Northern California Schools & Santa Susana  
Site Code: 204091  
Assembly: 29  
Senate: 17  
Special Program Status: Not reported  
Status: Certified  
Status Date: 06/21/2003  
Restricted Use: NO  
Funding: School District  
Latitude: 37.1611

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**NEW MORGAN HILL HIGH SCHOOL (Continued)**

**S105628970**

Longitude: -121.6714  
APN: NONE SPECIFIED  
Past Use: AGRICULTURAL - ROW CROPS  
Potential COC: Arsenic, Chlordane, Lead  
Confirmed COC: Arsenic, Chlordane, Lead  
Potential Description: SOIL  
Alias Name: MORGAN HILL UNIFIED SCHOOL DISTRICT  
Alias Type: Alternate Name  
Alias Name: MORGAN HILL USD-NEW MORGAN HILL HIGH  
Alias Type: Alternate Name  
Alias Name: NEW MORGAN HILL HIGH SCHOOL  
Alias Type: Alternate Name  
Alias Name: 110033611740  
Alias Type: EPA (FRS #)  
Alias Name: 204091  
Alias Type: Project Code (Site Code)  
Alias Name: 43010029  
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Report  
Completed Date: 11/27/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Removal Action Completion Report  
Completed Date: 06/10/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Removal Action Workplan  
Completed Date: 03/27/2003  
Comments: The cluster of buildings on this property are identified as the Central Building Cluster and the Eastern Shed Area. Excavation will continue until the arsenic, cadmium, lead, chlordane, dieldrin and endrin concentrations in the soil are found to be less than the health based risk cleanup levels. Approval of the plan to remove 150 cubic yards of soil and dispose of the contaminated in a Class II landfill.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Supplemental Site Investigation Report  
Completed Date: 10/09/2002  
Comments: SSI - The New Morgan Hill is approximately 17 acres and has been used for agricultural and residential purposes for at least 50 years. No agricultural land used since 2002. A cluster of three buildings in the eastern portion of the site, is the subject of this removal. The PEA indicated that elevated levels of chlordane, dieldrin, endrin, lead, arsenic, and cadmium, detected in soil. Additional sampling was conducted to determine the extent of the contamination.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**NEW MORGAN HILL HIGH SCHOOL (Continued)**

**S105628970**

Completed Document Type: Technical Report  
Completed Date: 06/03/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Preliminary Endangerment Assessment Workplan  
Completed Date: 01/22/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: CEQA - Notice of Exemption  
Completed Date: 03/27/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 04/30/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Environmental Oversight Agreement  
Completed Date: 01/23/2002  
Comments: DTSC entered into an Environmental Oversight Agreement (EOA) (Docket # HSA-A 01/02-079) with Morgan Hill Unified Schl Dist to provide oversight for a Preliminary Endangerment Assessment (PEA) for the New Morgan Hill High School Site.

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Certification  
Completed Date: 06/21/2003  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: \* Public Participation  
Completed Date: 10/07/2002  
Comments: Not reported

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: Cost Recovery Closeout Memo  
Completed Date: 07/10/2003  
Comments: Not reported

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**NEW MORGAN HILL HIGH SCHOOL (Continued)**

**S105628970**

Schedule Revised Date: Not reported

13  
SE  
1/2-1  
0.818 mi.  
4320 ft.

**DEPRESSURIZED TECHNOLOGIES INT  
335 COCHRANE CIR  
MORGAN HILL, CA 95037**

**RCRA-SQG 1000820468  
FINDS CAD983665068  
ECHO  
ICE  
HWP**

**Relative:  
Higher**

**RCRA-SQG:**

Date form received by agency: 10/12/2000

Facility name: DEPRESSURIZED TECHNOLOGIES INT

Site name: DEPRESSURIZED TECHNOLOGIES INTERNATIONAL

Facility address: 335 COCHRANE CIRCLE  
MORGAN HILL, CA 950372838

EPA ID: CAD983665068

Contact: WALTER GONZALES

Contact address: Not reported

Contact country: US

Contact telephone: (408) 776-7816

Contact email: Not reported

EPA Region: 09

Land type: Private

Classification: Small Small Quantity Generator

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: Yes  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
User oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

**Historical Generators:**

Date form received by agency: 03/04/1999

Site name: DEPRESSURIZED TECHNOLOGIES INTERNATIONAL

Classification: Large Quantity Generator

Date form received by agency: 09/01/1996

Site name: DEPRESSURIZED TECHNOLOGIES INT

Classification: Small Quantity Generator

Date form received by agency: 04/19/1993

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**DEPRESSURIZED TECHNOLOGIES INT (Continued)**

**1000820468**

Site name: DEPRESSURIZED TECHNOLOGIES INT  
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:

Regulation violated: Not reported  
Area of violation: TSD - Container Use and Management  
Date violation determined: 03/26/1999  
Date achieved compliance: 03/30/1999  
Violation lead agency: State  
Enforcement action: WRITTEN INFORMAL  
Enforcement action date: 03/30/1999  
Enf. disposition status: Not reported  
Enf. disp. status date: Not reported  
Enforcement lead agency: State  
Proposed penalty amount: Not reported  
Final penalty amount: Not reported  
Paid penalty amount: Not reported

Evaluation Action Summary:

Evaluation date: 01/28/2003  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: Not reported  
Date achieved compliance: Not reported  
Evaluation lead agency: State

Evaluation date: 03/26/1999  
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE  
Area of violation: TSD - Container Use and Management  
Date achieved compliance: 03/30/1999  
Evaluation lead agency: State

FINDS:

Registry ID: 110000785561

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000820468  
Registry ID: 110000785561  
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110000785561>

ICE:

Envirostor ID: 3001585  
EPA ID: CAD983665068  
Site Type: INSPECTION

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**DEPRESSURIZED TECHNOLOGIES INT (Continued)**

**1000820468**

Facility Status: No Action

Inspection:  
Action Type: Compliance Evaluation Inspection - Standardized Permit  
Action Date: 03/26/1999  
Violation Class: Minor  
RTC Date: 03/30/1999

Action Type: Compliance Evaluation Inspection - Standardized Permit  
Action Date: 01/28/2003  
Violation Class: No Violations  
RTC Date: Not reported

HWP:  
EPA Id: CAD983665068  
Cleanup Status: CLOSED  
Latitude: 37.14720  
Longitude: -121.6641  
Facility Type: Historical - Non-Operating  
Facility Size: Not reported  
Team: Not reported  
Supervisor: Not reported  
Site Code: 200961, 520008  
Assembly District: 30  
Senate District: 17  
Public Information Officer: Not reported  
Public Information Officer: Not reported

Closure:  
EPA Id: CAD983665068  
Facility Type: Historical - Non-Operating  
Unit Names: Pressurized Gas Tank Stor Unit(DTI-S3)  
Event Description: Closure Final - ISSUE CLOSURE VERIFICATION  
Actual Date: 10/11/2002

EPA Id: CAD983665068  
Facility Type: Historical - Non-Operating  
Unit Names: Pressurized Gas Tank Stor Unit(DTI-S3)  
Event Description: Closure Final - RECEIVE CLOSURE CERTIFICATION  
Actual Date: 09/27/2002

Alias:  
EPA Id: CAD983665068  
Facility Type: Historical - Non-Operating  
Alias Type: FRS  
Alias: 110000785561

EPA Id: CAD983665068  
Facility Type: Historical - Non-Operating  
Alias Type: Project Code (Site Code)  
Alias: 200961

EPA Id: CAD983665068  
Facility Type: Historical - Non-Operating  
Alias Type: Project Code (Site Code)  
Alias: 520008

Count: 1 records.

ORPHAN SUMMARY

<u>City</u>	<u>EDR ID</u>	<u>Site Name</u>	<u>Site Address</u>	<u>Zip</u>	<u>Database(s)</u>
MORGAN HILL	S111120580	FORMER WHITE GASOLINE	MONTEREY RD & WATSONVILLE RD		LUST

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

#### NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 04/05/2017	Source: EPA
Date Data Arrived at EDR: 04/21/2017	Telephone: N/A
Date Made Active in Reports: 05/12/2017	Last EDR Contact: 07/07/2017
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/16/2017
	Data Release Frequency: Quarterly

#### NPL Site Boundaries

##### Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone 617-918-1143

EPA Region 6  
Telephone: 214-655-6659

EPA Region 3  
Telephone 215-814-5418

EPA Region 7  
Telephone: 913-551-7247

EPA Region 4  
Telephone 404-562-8033

EPA Region 8  
Telephone: 303-312-6774

EPA Region 5  
Telephone 312-886-6686

EPA Region 9  
Telephone: 415-947-4246

EPA Region 10  
Telephone 206-553-8665

#### Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 04/05/2017	Source: EPA
Date Data Arrived at EDR: 04/21/2017	Telephone: N/A
Date Made Active in Reports: 05/12/2017	Last EDR Contact: 07/07/2017
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/16/2017
	Data Release Frequency: Quarterly

#### NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal Delisted NPL site list***

### Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 04/05/2017	Source: EPA
Date Data Arrived at EDR: 04/21/2017	Telephone: N/A
Date Made Active in Reports: 05/12/2017	Last EDR Contact: 07/07/2017
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/16/2017
	Data Release Frequency: Quarterly

## ***Federal CERCLIS list***

### FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/05/2017	Telephone: 703-603-8704
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 07/07/2017
Number of Days to Update: 92	Next Scheduled EDR Contact: 10/16/2017
	Data Release Frequency: Varies

### SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/07/2017	Source: EPA
Date Data Arrived at EDR: 04/19/2017	Telephone: 800-424-9346
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/21/2017
Number of Days to Update: 16	Next Scheduled EDR Contact: 10/30/2017
	Data Release Frequency: Quarterly

## ***Federal CERCLIS NFRAP site list***

### SEMS-ARCHIVE: Superfund Enterprise Management System Archive

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 02/07/2017	Source: EPA
Date Data Arrived at EDR: 04/19/2017	Telephone: 800-424-9346
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/28/2017
Number of Days to Update: 16	Next Scheduled EDR Contact: 10/30/2017
	Data Release Frequency: Quarterly

## ***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/12/2016	Source: EPA
Date Data Arrived at EDR: 12/28/2016	Telephone: 800-424-9346
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/29/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Quarterly

## ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/12/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/28/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/29/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Quarterly

## ***Federal RCRA generators list***

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/28/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/29/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Quarterly

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/12/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/28/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/29/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Quarterly

### RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/12/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/28/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/29/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Varies

### ***Federal institutional controls / engineering controls registries***

#### LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/28/2016	Source: Department of the Navy
Date Data Arrived at EDR: 01/04/2017	Telephone: 843-820-7326
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 05/15/2017
Number of Days to Update: 93	Next Scheduled EDR Contact: 08/28/2017
	Data Release Frequency: Varies

#### US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/28/2017	Telephone: 703-603-0695
Date Made Active in Reports: 06/09/2017	Last EDR Contact: 05/31/2017
Number of Days to Update: 101	Next Scheduled EDR Contact: 09/11/2017
	Data Release Frequency: Varies

#### US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/28/2017	Telephone: 703-603-0695
Date Made Active in Reports: 06/09/2017	Last EDR Contact: 05/31/2017
Number of Days to Update: 101	Next Scheduled EDR Contact: 09/11/2017
	Data Release Frequency: Varies



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal ERNS list***

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/26/2016

Date Data Arrived at EDR: 09/29/2016

Date Made Active in Reports: 11/11/2016

Number of Days to Update: 43

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180

Last EDR Contact: 06/28/2017

Next Scheduled EDR Contact: 10/09/2017

Data Release Frequency: Annually

## ***State- and tribal - equivalent NPL***

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/30/2017

Date Data Arrived at EDR: 01/31/2017

Date Made Active in Reports: 05/23/2017

Number of Days to Update: 112

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 08/01/2017

Next Scheduled EDR Contact: 11/13/2017

Data Release Frequency: Quarterly

## ***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/30/2017

Date Data Arrived at EDR: 01/31/2017

Date Made Active in Reports: 05/23/2017

Number of Days to Update: 112

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 08/01/2017

Next Scheduled EDR Contact: 11/13/2017

Data Release Frequency: Quarterly

## ***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/13/2017

Date Data Arrived at EDR: 02/15/2017

Date Made Active in Reports: 05/02/2017

Number of Days to Update: 76

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320

Last EDR Contact: 05/17/2017

Next Scheduled EDR Contact: 08/28/2017

Data Release Frequency: Quarterly

## ***State and tribal leaking storage tank lists***

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/13/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 03/14/2017	Telephone: see region list
Date Made Active in Reports: 05/02/2017	Last EDR Contact: 06/14/2017
Number of Days to Update: 49	Next Scheduled EDR Contact: 09/25/2017
	Data Release Frequency: Quarterly

## LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

## LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004	Source: California Regional Water Quality Control Board Los Angeles Region (4)
Date Data Arrived at EDR: 09/07/2004	Telephone: 213-576-6710
Date Made Active in Reports: 10/12/2004	Last EDR Contact: 09/06/2011
Number of Days to Update: 35	Next Scheduled EDR Contact: 12/19/2011
	Data Release Frequency: No Update Planned

## LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003	Source: California Regional Water Quality Control Board Central Coast Region (3)
Date Data Arrived at EDR: 05/19/2003	Telephone: 805-542-4786
Date Made Active in Reports: 06/02/2003	Last EDR Contact: 07/18/2011
Number of Days to Update: 14	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: No Update Planned

## LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004	Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Date Data Arrived at EDR: 10/20/2004	Telephone: 510-622-2433
Date Made Active in Reports: 11/19/2004	Last EDR Contact: 09/19/2011
Number of Days to Update: 30	Next Scheduled EDR Contact: 01/02/2012
	Data Release Frequency: Quarterly

## LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001	Source: California Regional Water Quality Control Board North Coast (1)
Date Data Arrived at EDR: 02/28/2001	Telephone: 707-570-3769
Date Made Active in Reports: 03/29/2001	Last EDR Contact: 08/01/2011
Number of Days to Update: 29	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

## LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/09/2003  
Date Data Arrived at EDR: 09/10/2003  
Date Made Active in Reports: 10/07/2003  
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)  
Telephone: 530-542-5572  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: No Update Planned

## LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008  
Date Data Arrived at EDR: 07/22/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-4834  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: No Update Planned

## LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004  
Date Data Arrived at EDR: 02/26/2004  
Date Made Active in Reports: 03/24/2004  
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)  
Telephone: 760-776-8943  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005  
Date Data Arrived at EDR: 02/15/2005  
Date Made Active in Reports: 03/28/2005  
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)  
Telephone: 909-782-4496  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: Varies

## LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001  
Date Data Arrived at EDR: 04/23/2001  
Date Made Active in Reports: 05/21/2001  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-637-5595  
Last EDR Contact: 09/26/2011  
Next Scheduled EDR Contact: 01/09/2012  
Data Release Frequency: No Update Planned

## INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land

A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 11/14/2016  
Date Data Arrived at EDR: 01/26/2017  
Date Made Active in Reports: 05/05/2017  
Number of Days to Update: 99

Source: EPA Region 1  
Telephone: 617-918-1313  
Last EDR Contact: 07/27/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2016  
Date Data Arrived at EDR: 01/27/2017  
Date Made Active in Reports: 05/05/2017  
Number of Days to Update: 98

Source: EPA Region 4  
Telephone: 404-562-8677  
Last EDR Contact: 07/28/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Semi-Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/07/2016	Source: EPA Region 10
Date Data Arrived at EDR: 01/26/2017	Telephone: 206-553-2857
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/06/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/26/2017	Telephone: 415-972-3372
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/01/2016	Source: EPA Region 6
Date Data Arrived at EDR: 01/26/2017	Telephone: 214-665-6597
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land  
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 11/14/2016	Source: EPA, Region 5
Date Data Arrived at EDR: 01/26/2017	Telephone: 312-886-7439
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/17/2016	Source: EPA Region 8
Date Data Arrived at EDR: 01/26/2017	Telephone: 303-312-6271
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 09/01/2016	Source: EPA Region 7
Date Data Arrived at EDR: 01/26/2017	Telephone: 913-551-7003
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/13/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 03/14/2017	Telephone: 866-480-1028
Date Made Active in Reports: 05/02/2017	Last EDR Contact: 06/14/2017
Number of Days to Update: 49	Next Scheduled EDR Contact: 09/25/2017
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003  
Date Data Arrived at EDR: 04/07/2003  
Date Made Active in Reports: 04/25/2003  
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)  
Telephone: 707-576-2220  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-286-0457  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

## SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006  
Date Data Arrived at EDR: 05/18/2006  
Date Made Active in Reports: 06/15/2006  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-549-3147  
Last EDR Contact: 07/18/2011  
Next Scheduled EDR Contact: 10/31/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004  
Date Data Arrived at EDR: 11/18/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6600  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: Varies

## SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005  
Date Data Arrived at EDR: 04/05/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-3291  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005  
Date Data Arrived at EDR: 05/25/2005  
Date Made Active in Reports: 06/16/2005  
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch  
Telephone: 619-241-6583  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: Semi-Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region  
Telephone: 530-542-5574  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: No Update Planned

## SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004  
Date Data Arrived at EDR: 11/29/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region  
Telephone: 760-346-7491  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008  
Date Data Arrived at EDR: 04/03/2008  
Date Made Active in Reports: 04/14/2008  
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-3298  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007  
Date Data Arrived at EDR: 09/11/2007  
Date Made Active in Reports: 09/28/2007  
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980  
Last EDR Contact: 08/08/2011  
Next Scheduled EDR Contact: 11/21/2011  
Data Release Frequency: Annually

## **State and tribal registered storage tank lists**

### FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010  
Date Data Arrived at EDR: 02/16/2010  
Date Made Active in Reports: 04/12/2010  
Number of Days to Update: 55

Source: FEMA  
Telephone: 202-646-5797  
Last EDR Contact: 07/14/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: Varies

### UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/12/2017  
Date Data Arrived at EDR: 03/16/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 57

Source: SWRCB  
Telephone: 916-341-5851  
Last EDR Contact: 06/14/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Semi-Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/12/2016	Telephone: 916-327-5092
Date Made Active in Reports: 09/19/2016	Last EDR Contact: 06/21/2017
Number of Days to Update: 69	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Quarterly

## INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 01/14/2017	Source: EPA Region 5
Date Data Arrived at EDR: 01/26/2017	Telephone: 312-886-6136
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

## INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/01/2016	Source: EPA Region 6
Date Data Arrived at EDR: 01/26/2017	Telephone: 214-665-7591
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Semi-Annually

## INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/01/2016	Source: EPA Region 7
Date Data Arrived at EDR: 01/26/2017	Telephone: 913-551-7003
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

## INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/17/2016	Source: EPA Region 8
Date Data Arrived at EDR: 01/26/2017	Telephone: 303-312-6137
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Quarterly

## INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/06/2016	Source: EPA Region 9
Date Data Arrived at EDR: 01/26/2017	Telephone: 415-972-3368
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 11/14/2016	Source: EPA, Region 1
Date Data Arrived at EDR: 01/26/2017	Telephone: 617-918-1313
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

## INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2016	Source: EPA Region 4
Date Data Arrived at EDR: 01/27/2017	Telephone: 404-562-9424
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/28/2017
Number of Days to Update: 98	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Semi-Annually

## INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/07/2016	Source: EPA Region 10
Date Data Arrived at EDR: 01/26/2017	Telephone: 206-553-2857
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 99	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Quarterly

## ***State and tribal voluntary cleanup sites***

### INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 09/29/2015	Telephone: 617-918-1102
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 06/27/2017
Number of Days to Update: 142	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Varies

### INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: Varies

### VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 01/30/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/31/2017	Telephone: 916-323-3400
Date Made Active in Reports: 05/23/2017	Last EDR Contact: 08/01/2017
Number of Days to Update: 112	Next Scheduled EDR Contact: 11/13/2017
	Data Release Frequency: Quarterly



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***State and tribal Brownfields sites***

### **BROWNFIELDS: Considered Brownfields Sites Listing**

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 01/03/2017  
Date Data Arrived at EDR: 01/04/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 57

Source: State Water Resources Control Board  
Telephone: 916-323-7905  
Last EDR Contact: 06/28/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Varies

## **ADDITIONAL ENVIRONMENTAL RECORDS**

### ***Local Brownfield lists***

#### **US BROWNFIELDS: A Listing of Brownfields Sites**

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/02/2017  
Date Data Arrived at EDR: 03/02/2017  
Date Made Active in Reports: 04/07/2017  
Number of Days to Update: 36

Source: Environmental Protection Agency  
Telephone: 202-566-2777  
Last EDR Contact: 06/20/2017  
Next Scheduled EDR Contact: 10/02/2017  
Data Release Frequency: Semi-Annually

### ***Local Lists of Landfill / Solid Waste Disposal Sites***

#### **WMUDS/SWAT: Waste Management Unit Database**

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000  
Date Data Arrived at EDR: 04/10/2000  
Date Made Active in Reports: 05/10/2000  
Number of Days to Update: 30

Source: State Water Resources Control Board  
Telephone: 916-227-4448  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: No Update Planned

#### **SWRCY: Recycler Database**

A listing of recycling facilities in California.

Date of Government Version: 03/13/2017  
Date Data Arrived at EDR: 03/14/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 50

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 06/14/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Quarterly

#### **HAULERS: Registered Waste Tire Haulers Listing**

A listing of registered waste tire haulers.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/13/2017  
Date Data Arrived at EDR: 01/17/2017  
Date Made Active in Reports: 05/31/2017  
Number of Days to Update: 134

Source: Integrated Waste Management Board  
Telephone: 916-341-6422  
Last EDR Contact: 05/15/2017  
Next Scheduled EDR Contact: 08/28/2017  
Data Release Frequency: Varies

## INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998  
Date Data Arrived at EDR: 12/03/2007  
Date Made Active in Reports: 01/24/2008  
Number of Days to Update: 52

Source: Environmental Protection Agency  
Telephone: 703-308-8245  
Last EDR Contact: 08/01/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Varies

## ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985  
Date Data Arrived at EDR: 08/09/2004  
Date Made Active in Reports: 09/17/2004  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-9346  
Last EDR Contact: 06/09/2004  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009  
Date Data Arrived at EDR: 05/07/2009  
Date Made Active in Reports: 09/21/2009  
Number of Days to Update: 137

Source: EPA, Region 9  
Telephone: 415-947-4219  
Last EDR Contact: 07/24/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: No Update Planned

## IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014  
Date Data Arrived at EDR: 08/06/2014  
Date Made Active in Reports: 01/29/2015  
Number of Days to Update: 176

Source: Department of Health & Human Services, Indian Health Service  
Telephone: 301-443-1452  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Varies

## **Local Lists of Hazardous waste / Contaminated Sites**

### US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/09/2017  
Date Data Arrived at EDR: 03/08/2017  
Date Made Active in Reports: 06/09/2017  
Number of Days to Update: 93

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 02/28/2017  
Next Scheduled EDR Contact: 06/12/2017  
Data Release Frequency: No Update Planned

### HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/08/2005  
Date Data Arrived at EDR: 08/03/2006  
Date Made Active in Reports: 08/24/2006  
Number of Days to Update: 21

Source: Department of Toxic Substance Control  
Telephone: 916-323-3400  
Last EDR Contact: 02/23/2009  
Next Scheduled EDR Contact: 05/25/2009  
Data Release Frequency: No Update Planned

## SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 01/30/2017  
Date Data Arrived at EDR: 01/31/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 112

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 08/01/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Quarterly

## CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 03/17/2017  
Date Made Active in Reports: 05/10/2017  
Number of Days to Update: 54

Source: Department of Toxic Substances Control  
Telephone: 916-255-6504  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: Varies

## TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995  
Date Data Arrived at EDR: 08/30/1995  
Date Made Active in Reports: 09/26/1995  
Number of Days to Update: 27

Source: State Water Resources Control Board  
Telephone: 916-227-4364  
Last EDR Contact: 01/26/2009  
Next Scheduled EDR Contact: 04/27/2009  
Data Release Frequency: No Update Planned

## US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/09/2017  
Date Data Arrived at EDR: 03/08/2017  
Date Made Active in Reports: 06/09/2017  
Number of Days to Update: 93

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 05/31/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: Quarterly

## **Local Lists of Registered Storage Tanks**

### SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/01/1994  
Date Data Arrived at EDR: 07/07/2005  
Date Made Active in Reports: 08/11/2005  
Number of Days to Update: 35

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/03/2005  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 03/09/2017  
Date Data Arrived at EDR: 03/17/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 67

Source: Department of Public Health  
Telephone: 707-463-4466  
Last EDR Contact: 05/24/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: Annually

## HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990  
Date Data Arrived at EDR: 01/25/1991  
Date Made Active in Reports: 02/12/1991  
Number of Days to Update: 18

Source: State Water Resources Control Board  
Telephone: 916-341-5851  
Last EDR Contact: 07/26/2001  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994  
Date Data Arrived at EDR: 09/05/1995  
Date Made Active in Reports: 09/29/1995  
Number of Days to Update: 24

Source: California Environmental Protection Agency  
Telephone: 916-341-5851  
Last EDR Contact: 12/28/1998  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## **Local Land Records**

### LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 03/06/2017  
Date Data Arrived at EDR: 03/07/2017  
Date Made Active in Reports: 04/21/2017  
Number of Days to Update: 45

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 06/02/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: Varies

### LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014  
Date Data Arrived at EDR: 03/18/2014  
Date Made Active in Reports: 04/24/2014  
Number of Days to Update: 37

Source: Environmental Protection Agency  
Telephone: 202-564-6023  
Last EDR Contact: 07/26/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

### DEED: Deed Restriction Listing

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 03/06/2017	Source: DTSC and SWRCB
Date Data Arrived at EDR: 03/07/2017	Telephone: 916-323-3400
Date Made Active in Reports: 05/23/2017	Last EDR Contact: 06/06/2017
Number of Days to Update: 77	Next Scheduled EDR Contact: 09/18/2017
	Data Release Frequency: Semi-Annually

## **Records of Emergency Release Reports**

### **HMIRS: Hazardous Materials Information Reporting System**

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/28/2016	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 12/28/2016	Telephone: 202-366-4555
Date Made Active in Reports: 02/03/2017	Last EDR Contact: 06/28/2017
Number of Days to Update: 37	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Annually

### **CHMIRS: California Hazardous Material Incident Report System**

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/06/2016	Source: Office of Emergency Services
Date Data Arrived at EDR: 01/25/2017	Telephone: 916-845-8400
Date Made Active in Reports: 05/10/2017	Last EDR Contact: 07/26/2017
Number of Days to Update: 105	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

### **LDS: Land Disposal Sites Listing (GEOTRACKER)**

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/13/2017	Source: State Water Quality Control Board
Date Data Arrived at EDR: 03/14/2017	Telephone: 866-480-1028
Date Made Active in Reports: 05/02/2017	Last EDR Contact: 06/14/2017
Number of Days to Update: 49	Next Scheduled EDR Contact: 09/25/2017
	Data Release Frequency: Quarterly

### **MCS: Military Cleanup Sites Listing (GEOTRACKER)**

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/13/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 03/14/2017	Telephone: 866-480-1028
Date Made Active in Reports: 05/02/2017	Last EDR Contact: 06/14/2017
Number of Days to Update: 49	Next Scheduled EDR Contact: 09/25/2017
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## Other Ascertainable Records

### RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/12/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/28/2016	Telephone: (415) 495-8895
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 06/29/2017
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Varies

### FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 07/08/2015	Telephone: 202-528-4285
Date Made Active in Reports: 10/13/2015	Last EDR Contact: 02/24/2017
Number of Days to Update: 97	Next Scheduled EDR Contact: 06/05/2017
	Data Release Frequency: Varies

### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 07/12/2017
Number of Days to Update: 62	Next Scheduled EDR Contact: 10/23/2017
	Data Release Frequency: Semi-Annually

### FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005	Source: U.S. Geological Survey
Date Data Arrived at EDR: 02/06/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 07/14/2017
Number of Days to Update: 339	Next Scheduled EDR Contact: 10/23/2017
	Data Release Frequency: N/A

### SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/2017  
Date Data Arrived at EDR: 02/03/2017  
Date Made Active in Reports: 04/07/2017  
Number of Days to Update: 63

Source: Environmental Protection Agency  
Telephone: 615-532-8599  
Last EDR Contact: 05/19/2017  
Next Scheduled EDR Contact: 08/28/2017  
Data Release Frequency: Varies

### US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 02/13/2017  
Date Data Arrived at EDR: 02/15/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 86

Source: Environmental Protection Agency  
Telephone: 202-566-1917  
Last EDR Contact: 05/17/2017  
Next Scheduled EDR Contact: 08/28/2017  
Data Release Frequency: Quarterly

### EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013  
Date Data Arrived at EDR: 03/21/2014  
Date Made Active in Reports: 06/17/2014  
Number of Days to Update: 88

Source: Environmental Protection Agency  
Telephone: 617-520-3000  
Last EDR Contact: 05/08/2017  
Next Scheduled EDR Contact: 08/21/2017  
Data Release Frequency: Quarterly

### 2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013  
Date Data Arrived at EDR: 03/03/2015  
Date Made Active in Reports: 03/09/2015  
Number of Days to Update: 6

Source: Environmental Protection Agency  
Telephone: 703-308-4044  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Varies

### TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012  
Date Data Arrived at EDR: 01/15/2015  
Date Made Active in Reports: 01/29/2015  
Number of Days to Update: 14

Source: EPA  
Telephone: 202-260-5521  
Last EDR Contact: 06/21/2017  
Next Scheduled EDR Contact: 10/02/2017  
Data Release Frequency: Every 4 Years

### TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2014  
Date Data Arrived at EDR: 11/24/2015  
Date Made Active in Reports: 04/05/2016  
Number of Days to Update: 133

Source: EPA  
Telephone: 202-566-0250  
Last EDR Contact: 05/26/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Annually

## SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 12/10/2010  
Date Made Active in Reports: 02/25/2011  
Number of Days to Update: 77

Source: EPA  
Telephone: 202-564-4203  
Last EDR Contact: 07/28/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Annually

## ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013  
Date Data Arrived at EDR: 12/12/2013  
Date Made Active in Reports: 02/24/2014  
Number of Days to Update: 74

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 06/09/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: Annually

## RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 02/01/2017  
Date Data Arrived at EDR: 02/09/2017  
Date Made Active in Reports: 04/07/2017  
Number of Days to Update: 57

Source: Environmental Protection Agency  
Telephone: 202-564-8600  
Last EDR Contact: 07/24/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Date Data Arrived at EDR: 07/03/1995  
Date Made Active in Reports: 08/07/1995  
Number of Days to Update: 35

Source: EPA  
Telephone: 202-564-4104  
Last EDR Contact: 06/02/2008  
Next Scheduled EDR Contact: 09/01/2008  
Data Release Frequency: No Update Planned



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 10/17/2014	Telephone: 202-564-6023
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 06/06/2017
Number of Days to Update: 3	Next Scheduled EDR Contact: 08/21/2017
	Data Release Frequency: Quarterly

## PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 01/20/2016	Source: EPA
Date Data Arrived at EDR: 04/28/2016	Telephone: 202-566-0500
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 04/10/2017
Number of Days to Update: 127	Next Scheduled EDR Contact: 07/24/2017
	Data Release Frequency: Annually

## ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/23/2016	Telephone: 202-564-2501
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 07/28/2017
Number of Days to Update: 79	Next Scheduled EDR Contact: 10/23/2017
	Data Release Frequency: Quarterly

## FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 05/19/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/04/2017
	Data Release Frequency: Quarterly

## FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 05/19/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/04/2017
	Data Release Frequency: Quarterly

## MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 09/08/2016	Telephone: 301-415-7169
Date Made Active in Reports: 10/21/2016	Last EDR Contact: 05/08/2017
Number of Days to Update: 43	Next Scheduled EDR Contact: 08/21/2017
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 06/05/2017
Number of Days to Update: 76	Next Scheduled EDR Contact: 09/18/2017
	Data Release Frequency: Varies

## COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2014	Telephone: N/A
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 06/05/2017
Number of Days to Update: 40	Next Scheduled EDR Contact: 09/18/2017
	Data Release Frequency: Varies

## PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/19/2011	Telephone: 202-566-0517
Date Made Active in Reports: 01/10/2012	Last EDR Contact: 07/28/2017
Number of Days to Update: 83	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

## RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/04/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/06/2017	Telephone: 202-343-9775
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 07/12/2017
Number of Days to Update: 35	Next Scheduled EDR Contact: 10/16/2017
	Data Release Frequency: Quarterly

## HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

## HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/19/2006  
Date Data Arrived at EDR: 03/01/2007  
Date Made Active in Reports: 04/10/2007  
Number of Days to Update: 40

Source: Environmental Protection Agency  
Telephone: 202-564-2501  
Last EDR Contact: 12/17/2008  
Next Scheduled EDR Contact: 03/17/2008  
Data Release Frequency: No Update Planned

## DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012  
Date Data Arrived at EDR: 08/07/2012  
Date Made Active in Reports: 09/18/2012  
Number of Days to Update: 42

Source: Department of Transportation, Office of Pipeline Safety  
Telephone: 202-366-4595  
Last EDR Contact: 08/01/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Varies

## CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2016  
Date Data Arrived at EDR: 11/18/2016  
Date Made Active in Reports: 02/03/2017  
Number of Days to Update: 77

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 06/21/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Varies

## BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013  
Date Data Arrived at EDR: 02/24/2015  
Date Made Active in Reports: 09/30/2015  
Number of Days to Update: 218

Source: EPA/NTIS  
Telephone: 800-424-9346  
Last EDR Contact: 05/26/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Biennially

## INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014  
Date Data Arrived at EDR: 07/14/2015  
Date Made Active in Reports: 01/10/2017  
Number of Days to Update: 546

Source: USGS  
Telephone: 202-208-3710  
Last EDR Contact: 07/11/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: Semi-Annually

## FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016  
Date Data Arrived at EDR: 12/27/2016  
Date Made Active in Reports: 02/17/2017  
Number of Days to Update: 52

Source: Department of Energy  
Telephone: 202-586-3559  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Varies

## UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/14/2010  
Date Data Arrived at EDR: 10/07/2011  
Date Made Active in Reports: 03/01/2012  
Number of Days to Update: 146

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 12/05/2016  
Date Data Arrived at EDR: 01/05/2017  
Date Made Active in Reports: 02/10/2017  
Number of Days to Update: 36

Source: Environmental Protection Agency  
Telephone: 703-603-8787  
Last EDR Contact: 07/07/2017  
Next Scheduled EDR Contact: 10/16/2017  
Data Release Frequency: Varies

## LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001  
Date Data Arrived at EDR: 10/27/2010  
Date Made Active in Reports: 12/02/2010  
Number of Days to Update: 36

Source: American Journal of Public Health  
Telephone: 703-305-6451  
Last EDR Contact: 12/02/2009  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016  
Date Data Arrived at EDR: 10/26/2016  
Date Made Active in Reports: 02/03/2017  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 06/21/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Annually

## US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016  
Date Data Arrived at EDR: 10/26/2016  
Date Made Active in Reports: 02/03/2017  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 06/21/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Annually

## US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/08/2017  
Date Data Arrived at EDR: 02/28/2017  
Date Made Active in Reports: 04/07/2017  
Number of Days to Update: 38

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 05/31/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: Semi-Annually

## US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/05/2005  
Date Data Arrived at EDR: 02/29/2008  
Date Made Active in Reports: 04/18/2008  
Number of Days to Update: 49

Source: USGS  
Telephone: 703-648-7709  
Last EDR Contact: 05/31/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: Varies

## US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011  
Date Data Arrived at EDR: 06/08/2011  
Date Made Active in Reports: 09/13/2011  
Number of Days to Update: 97

Source: USGS  
Telephone: 703-648-7709  
Last EDR Contact: 06/02/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: Varies

## ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/14/2017  
Date Data Arrived at EDR: 03/17/2017  
Date Made Active in Reports: 04/07/2017  
Number of Days to Update: 21

Source: Department of Interior  
Telephone: 202-208-2609  
Last EDR Contact: 06/09/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Quarterly

## FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/04/2017  
Date Data Arrived at EDR: 04/07/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 35

Source: EPA  
Telephone: (415) 947-8000  
Last EDR Contact: 06/07/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: Quarterly

## ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 03/19/2017  
Date Data Arrived at EDR: 03/21/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 52

Source: Environmental Protection Agency  
Telephone: 202-564-2280  
Last EDR Contact: 06/07/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: Quarterly

## UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 10/25/2015  
Date Data Arrived at EDR: 01/29/2016  
Date Made Active in Reports: 04/05/2016  
Number of Days to Update: 67

Source: Department of Defense  
Telephone: 571-373-0407  
Last EDR Contact: 07/17/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 06/02/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/03/2016	Telephone: 202-564-0527
Date Made Active in Reports: 09/02/2016	Last EDR Contact: 05/24/2017
Number of Days to Update: 91	Next Scheduled EDR Contact: 09/11/2017
	Data Release Frequency: Varies

## FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/22/2017	Source: EPA
Date Data Arrived at EDR: 02/22/2017	Telephone: 800-385-6164
Date Made Active in Reports: 05/12/2017	Last EDR Contact: 05/24/2017
Number of Days to Update: 79	Next Scheduled EDR Contact: 09/04/2017
	Data Release Frequency: Quarterly

## CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989	Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994	Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994	Last EDR Contact: 05/31/1994
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 12/28/2016	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 12/28/2016	Telephone: 916-323-3400
Date Made Active in Reports: 03/02/2017	Last EDR Contact: 06/28/2017
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/09/2017
	Data Release Frequency: Quarterly

## DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 03/09/2017	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 04/11/2017	Telephone: 916-327-4498
Date Made Active in Reports: 05/23/2017	Last EDR Contact: 07/13/2017
Number of Days to Update: 42	Next Scheduled EDR Contact: 09/18/2017
	Data Release Frequency: Annually

## EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2014	Source: California Air Resources Board
Date Data Arrived at EDR: 09/23/2016	Telephone: 916-322-2990
Date Made Active in Reports: 10/24/2016	Last EDR Contact: 06/23/2017
Number of Days to Update: 31	Next Scheduled EDR Contact: 10/02/2017
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/23/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 01/27/2017	Telephone: 916-445-9379
Date Made Active in Reports: 05/25/2017	Last EDR Contact: 08/03/2017
Number of Days to Update: 118	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

## Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/25/2016	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 04/29/2016	Telephone: 916-255-3628
Date Made Active in Reports: 06/21/2016	Last EDR Contact: 07/21/2017
Number of Days to Update: 53	Next Scheduled EDR Contact: 10/30/2017
	Data Release Frequency: Varies

## Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/14/2017	Source: California Integrated Waste Management Board
Date Data Arrived at EDR: 02/17/2017	Telephone: 916-341-6066
Date Made Active in Reports: 05/25/2017	Last EDR Contact: 05/15/2017
Number of Days to Update: 97	Next Scheduled EDR Contact: 08/28/2017
	Data Release Frequency: Varies

## HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2015	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 10/12/2016	Telephone: 916-255-1136
Date Made Active in Reports: 12/15/2016	Last EDR Contact: 07/12/2017
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/23/2017
	Data Release Frequency: Annually

## ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 11/21/2016	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 11/22/2016	Telephone: 877-786-9427
Date Made Active in Reports: 01/23/2017	Last EDR Contact: 05/24/2017
Number of Days to Update: 62	Next Scheduled EDR Contact: 09/04/2017
	Data Release Frequency: Quarterly

## HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/21/2016	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 11/22/2016	Telephone: 916-323-3400
Date Made Active in Reports: 01/23/2017	Last EDR Contact: 05/24/2017
Number of Days to Update: 62	Next Scheduled EDR Contact: 09/04/2017
	Data Release Frequency: Quarterly

### HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 04/11/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 04/13/2017	Telephone: 916-440-7145
Date Made Active in Reports: 04/26/2017	Last EDR Contact: 07/12/2017
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/23/2017
	Data Release Frequency: Quarterly

### MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/12/2016	Source: Department of Conservation
Date Data Arrived at EDR: 09/14/2016	Telephone: 916-322-1080
Date Made Active in Reports: 10/14/2016	Last EDR Contact: 06/14/2017
Number of Days to Update: 30	Next Scheduled EDR Contact: 09/25/2017
	Data Release Frequency: Varies

### MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 12/02/2016	Source: Department of Public Health
Date Data Arrived at EDR: 12/06/2016	Telephone: 916-558-1784
Date Made Active in Reports: 03/02/2017	Last EDR Contact: 06/06/2017
Number of Days to Update: 86	Next Scheduled EDR Contact: 09/18/2017
	Data Release Frequency: Varies

### NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 11/14/2016	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/15/2016	Telephone: 916-445-9379
Date Made Active in Reports: 03/02/2017	Last EDR Contact: 05/17/2017
Number of Days to Update: 107	Next Scheduled EDR Contact: 08/28/2017
	Data Release Frequency: Quarterly

### PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/06/2016	Source: Department of Pesticide Regulation
Date Data Arrived at EDR: 12/06/2016	Telephone: 916-445-4038
Date Made Active in Reports: 03/03/2017	Last EDR Contact: 06/07/2017
Number of Days to Update: 87	Next Scheduled EDR Contact: 09/18/2017
	Data Release Frequency: Quarterly



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 03/13/2017  
Date Data Arrived at EDR: 03/14/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 50

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 06/14/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Quarterly

## NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/16/2016  
Date Data Arrived at EDR: 12/22/2016  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 70

Source: State Water Resources Control Board  
Telephone: 916-445-3846  
Last EDR Contact: 06/16/2017  
Next Scheduled EDR Contact: 10/02/2017  
Data Release Frequency: No Update Planned

## UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 01/20/2017  
Date Data Arrived at EDR: 03/14/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 50

Source: Department of Conservation  
Telephone: 916-445-2408  
Last EDR Contact: 06/14/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Varies

## WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board's review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/15/2015  
Date Data Arrived at EDR: 04/17/2015  
Date Made Active in Reports: 06/23/2015  
Number of Days to Update: 67

Source: RWQCB, Central Valley Region  
Telephone: 559-445-5577  
Last EDR Contact: 07/14/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: Varies

## WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007  
Date Data Arrived at EDR: 06/20/2007  
Date Made Active in Reports: 06/29/2007  
Number of Days to Update: 9

Source: State Water Resources Control Board  
Telephone: 916-341-5227  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Quarterly

## WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009  
Date Data Arrived at EDR: 07/21/2009  
Date Made Active in Reports: 08/03/2009  
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board  
Telephone: 213-576-6726  
Last EDR Contact: 06/27/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## EDR HIGH RISK HISTORICAL RECORDS

### *EDR Exclusive Records*

#### EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### EDR Hist Auto: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

#### EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## EDR RECOVERED GOVERNMENT ARCHIVES

### *Exclusive Recovered Govt. Archives*

#### RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 01/13/2014  
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 12/30/2013  
Number of Days to Update: 182

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## COUNTY RECORDS

### ALAMEDA COUNTY:

#### Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/10/2017  
Date Data Arrived at EDR: 04/11/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 31

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 07/07/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: Semi-Annually

#### Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/10/2017  
Date Data Arrived at EDR: 04/11/2017  
Date Made Active in Reports: 05/02/2017  
Number of Days to Update: 21

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 07/07/2017  
Next Scheduled EDR Contact: 04/24/2047  
Data Release Frequency: Semi-Annually

### AMADOR COUNTY:

#### CUPA Facility List

Cupa Facility List

Date of Government Version: 03/06/2017  
Date Data Arrived at EDR: 03/08/2017  
Date Made Active in Reports: 04/14/2017  
Number of Days to Update: 37

Source: Amador County Environmental Health  
Telephone: 209-223-6439  
Last EDR Contact: 06/16/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: Varies

### BUTTE COUNTY:

#### CUPA Facility Listing

Cupa facility list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/31/2017  
Date Data Arrived at EDR: 02/07/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 94

Source: Public Health Department  
Telephone: 530-538-7149  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: No Update Planned

## CALVERAS COUNTY:

### CUPA Facility Listing Cupa Facility Listing

Date of Government Version: 01/09/2017  
Date Data Arrived at EDR: 01/11/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 50

Source: Calveras County Environmental Health  
Telephone: 209-754-6399  
Last EDR Contact: 06/27/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Quarterly

## COLUSA COUNTY:

### CUPA Facility List Cupa facility list.

Date of Government Version: 02/23/2017  
Date Data Arrived at EDR: 02/24/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 77

Source: Health & Human Services  
Telephone: 530-458-0396  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Varies

## CONTRA COSTA COUNTY:

### Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/26/2017  
Date Data Arrived at EDR: 05/30/2017  
Date Made Active in Reports: 07/27/2017  
Number of Days to Update: 58

Source: Contra Costa Health Services Department  
Telephone: 925-646-2286  
Last EDR Contact: 07/31/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Semi-Annually

## DEL NORTE COUNTY:

### CUPA Facility List Cupa Facility list

Date of Government Version: 05/02/2017  
Date Data Arrived at EDR: 05/04/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 92

Source: Del Norte County Environmental Health Division  
Telephone: 707-465-0426  
Last EDR Contact: 07/27/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Varies

## EL DORADO COUNTY:

### CUPA Facility List CUPA facility list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/24/2017  
Date Data Arrived at EDR: 02/28/2017  
Date Made Active in Reports: 05/12/2017  
Number of Days to Update: 73

Source: El Dorado County Environmental Management Department  
Telephone: 530-621-6623  
Last EDR Contact: 07/31/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Varies

## FRESNO COUNTY:

### CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/30/2017  
Date Data Arrived at EDR: 07/05/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 30

Source: Dept. of Community Health  
Telephone: 559-445-3271  
Last EDR Contact: 06/29/2017  
Next Scheduled EDR Contact: 10/16/2017  
Data Release Frequency: Semi-Annually

## GLENN COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 12/02/2016  
Date Data Arrived at EDR: 02/03/2017  
Date Made Active in Reports: 05/25/2017  
Number of Days to Update: 111

Source: Glenn County Air Pollution Control District  
Telephone: 830-934-6500  
Last EDR Contact: 07/21/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## HUMBOLDT COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 03/20/2017  
Date Data Arrived at EDR: 03/21/2017  
Date Made Active in Reports: 05/17/2017  
Number of Days to Update: 57

Source: Humboldt County Environmental Health  
Telephone: N/A  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## IMPERIAL COUNTY:

### CUPA Facility List

Cupa facility list.

Date of Government Version: 04/24/2017  
Date Data Arrived at EDR: 04/25/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 101

Source: San Diego Border Field Office  
Telephone: 760-339-2777  
Last EDR Contact: 07/21/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## INYO COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility List

Cupa facility list.

Date of Government Version: 06/08/2017  
Date Data Arrived at EDR: 06/09/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 56

Source: Inyo County Environmental Health Services  
Telephone: 760-878-0238  
Last EDR Contact: 06/02/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## KERN COUNTY:

### Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 02/07/2017  
Date Data Arrived at EDR: 02/10/2017  
Date Made Active in Reports: 05/02/2017  
Number of Days to Update: 81

Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Quarterly

## KINGS COUNTY:

### CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 03/06/2017  
Date Data Arrived at EDR: 03/07/2017  
Date Made Active in Reports: 05/17/2017  
Number of Days to Update: 71

Source: Kings County Department of Public Health  
Telephone: 559-584-1411  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## LAKE COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/18/2017  
Date Data Arrived at EDR: 01/20/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 41

Source: Lake County Environmental Health  
Telephone: 707-263-1164  
Last EDR Contact: 07/17/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Varies

## LASSEN COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/13/2017  
Date Data Arrived at EDR: 04/25/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 101

Source: Lassen County Environmental Health  
Telephone: 530-251-8528  
Last EDR Contact: 07/21/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## LOS ANGELES COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009  
Date Data Arrived at EDR: 03/31/2009  
Date Made Active in Reports: 10/23/2009  
Number of Days to Update: 206

Source: EPA Region 9  
Telephone: 415-972-3178  
Last EDR Contact: 06/16/2017  
Next Scheduled EDR Contact: 10/02/2017  
Data Release Frequency: No Update Planned

## HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 11/14/2016  
Date Data Arrived at EDR: 11/18/2016  
Date Made Active in Reports: 01/23/2017  
Number of Days to Update: 66

Source: Department of Public Works  
Telephone: 626-458-3517  
Last EDR Contact: 07/07/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: Semi-Annually

## List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/17/2017  
Date Data Arrived at EDR: 04/18/2017  
Date Made Active in Reports: 05/02/2017  
Number of Days to Update: 14

Source: La County Department of Public Works  
Telephone: 818-458-5185  
Last EDR Contact: 07/18/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Varies

## City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2016  
Date Data Arrived at EDR: 01/26/2016  
Date Made Active in Reports: 03/22/2016  
Number of Days to Update: 56

Source: Engineering & Construction Division  
Telephone: 213-473-7869  
Last EDR Contact: 07/13/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Varies

## Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 03/29/2016  
Date Data Arrived at EDR: 04/06/2016  
Date Made Active in Reports: 06/13/2016  
Number of Days to Update: 68

Source: Community Health Services  
Telephone: 323-890-7806  
Last EDR Contact: 07/17/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Annually

## City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/17/2017  
Date Data Arrived at EDR: 01/18/2017  
Date Made Active in Reports: 05/10/2017  
Number of Days to Update: 112

Source: City of El Segundo Fire Department  
Telephone: 310-524-2236  
Last EDR Contact: 07/13/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Semi-Annually

## City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017  
Date Data Arrived at EDR: 03/10/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 54

Source: City of Long Beach Fire Department  
Telephone: 562-570-2563  
Last EDR Contact: 07/21/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/10/2017  
Date Data Arrived at EDR: 01/13/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 110

Source: City of Torrance Fire Department  
Telephone: 310-618-2973  
Last EDR Contact: 07/07/2017  
Next Scheduled EDR Contact: 10/23/2017  
Data Release Frequency: Semi-Annually

## MADERA COUNTY:

### CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/01/2017  
Date Data Arrived at EDR: 06/02/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 63

Source: Madera County Environmental Health  
Telephone: 559-675-7823  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## MARIN COUNTY:

### Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 03/31/2017  
Date Data Arrived at EDR: 04/06/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 27

Source: Public Works Department Waste Management  
Telephone: 415-473-6647  
Last EDR Contact: 06/29/2017  
Next Scheduled EDR Contact: 10/16/2017  
Data Release Frequency: Semi-Annually

## MERCED COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 02/22/2017  
Date Data Arrived at EDR: 02/23/2017  
Date Made Active in Reports: 05/17/2017  
Number of Days to Update: 83

Source: Merced County Environmental Health  
Telephone: 209-381-1094  
Last EDR Contact: 07/13/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## MONO COUNTY:

### CUPA Facility List

CUPA Facility List

Date of Government Version: 02/21/2017  
Date Data Arrived at EDR: 03/02/2017  
Date Made Active in Reports: 05/17/2017  
Number of Days to Update: 76

Source: Mono County Health Department  
Telephone: 760-932-5580  
Last EDR Contact: 05/24/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: Varies

## MONTEREY COUNTY:



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/24/2016  
Date Data Arrived at EDR: 06/27/2016  
Date Made Active in Reports: 08/09/2016  
Number of Days to Update: 43

Source: Monterey County Health Department  
Telephone: 831-796-1297  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## NAPA COUNTY:

### Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017  
Date Data Arrived at EDR: 01/11/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 50

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 05/24/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: No Update Planned

### Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 03/15/2017  
Date Data Arrived at EDR: 03/16/2017  
Date Made Active in Reports: 05/09/2017  
Number of Days to Update: 54

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 05/24/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: No Update Planned

## NEVADA COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 02/09/2017  
Date Data Arrived at EDR: 02/10/2017  
Date Made Active in Reports: 05/17/2017  
Number of Days to Update: 96

Source: Community Development Agency  
Telephone: 530-265-1467  
Last EDR Contact: 07/27/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Varies

## ORANGE COUNTY:

### List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 02/06/2017  
Date Data Arrived at EDR: 02/10/2017  
Date Made Active in Reports: 04/21/2017  
Number of Days to Update: 70

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 05/08/2017  
Next Scheduled EDR Contact: 08/21/2017  
Data Release Frequency: Annually

### List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/04/2016  
Date Data Arrived at EDR: 11/11/2016  
Date Made Active in Reports: 01/23/2017  
Number of Days to Update: 73

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 05/08/2017  
Next Scheduled EDR Contact: 08/21/2017  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/06/2017	Source: Health Care Agency
Date Data Arrived at EDR: 02/07/2017	Telephone: 714-834-3446
Date Made Active in Reports: 05/03/2017	Last EDR Contact: 05/09/2017
Number of Days to Update: 85	Next Scheduled EDR Contact: 08/21/2017
	Data Release Frequency: Quarterly

## PLACER COUNTY:

### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/02/2016	Source: Placer County Health and Human Services
Date Data Arrived at EDR: 09/06/2016	Telephone: 530-745-2363
Date Made Active in Reports: 10/14/2016	Last EDR Contact: 06/02/2017
Number of Days to Update: 38	Next Scheduled EDR Contact: 09/18/2017
	Data Release Frequency: Semi-Annually

## PLUMAS COUNTY:

### CUPA Facility List

Plumas County CUPA Program facilities.

Date of Government Version: 01/31/2017	Source: Plumas County Environmental Health
Date Data Arrived at EDR: 02/03/2017	Telephone: 530-283-6355
Date Made Active in Reports: 05/25/2017	Last EDR Contact: 07/21/2017
Number of Days to Update: 111	Next Scheduled EDR Contact: 11/08/2017
	Data Release Frequency: Varies

## RIVERSIDE COUNTY:

### Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 04/18/2017	Source: Department of Environmental Health
Date Data Arrived at EDR: 04/20/2017	Telephone: 951-358-5055
Date Made Active in Reports: 04/21/2017	Last EDR Contact: 06/19/2017
Number of Days to Update: 1	Next Scheduled EDR Contact: 10/02/2017
	Data Release Frequency: Quarterly

### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 01/19/2017	Source: Department of Environmental Health
Date Data Arrived at EDR: 01/25/2017	Telephone: 951-358-5055
Date Made Active in Reports: 05/03/2017	Last EDR Contact: 06/19/2017
Number of Days to Update: 98	Next Scheduled EDR Contact: 10/02/2017
	Data Release Frequency: Quarterly

## SACRAMENTO COUNTY:

### Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/07/2016  
Date Data Arrived at EDR: 01/05/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 56

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 07/06/2017  
Next Scheduled EDR Contact: 10/16/2017  
Data Release Frequency: Quarterly

## Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/08/2016  
Date Data Arrived at EDR: 01/05/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 56

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 07/06/2017  
Next Scheduled EDR Contact: 10/16/2017  
Data Release Frequency: Quarterly

## SAN BENITO COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 11/30/2016  
Date Data Arrived at EDR: 02/09/2017  
Date Made Active in Reports: 05/25/2017  
Number of Days to Update: 105

Source: San Benito County Environmental Health  
Telephone: N/A  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Varies

## SAN BERNARDINO COUNTY:

### Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 12/09/2016  
Date Data Arrived at EDR: 12/13/2016  
Date Made Active in Reports: 03/03/2017  
Number of Days to Update: 80

Source: San Bernardino County Fire Department Hazardous Materials Division  
Telephone: 909-387-3041  
Last EDR Contact: 05/08/2017  
Next Scheduled EDR Contact: 08/21/2017  
Data Release Frequency: Quarterly

## SAN DIEGO COUNTY:

### Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 10/05/2016  
Date Data Arrived at EDR: 12/06/2016  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 86

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268  
Last EDR Contact: 06/07/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015  
Date Data Arrived at EDR: 11/07/2015  
Date Made Active in Reports: 01/04/2016  
Number of Days to Update: 58

Source: Department of Health Services  
Telephone: 619-338-2209  
Last EDR Contact: 07/21/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010  
Date Data Arrived at EDR: 06/15/2010  
Date Made Active in Reports: 07/09/2010  
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health  
Telephone: 619-338-2371  
Last EDR Contact: 06/05/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: No Update Planned

## SAN FRANCISCO COUNTY:

### Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008  
Date Data Arrived at EDR: 09/19/2008  
Date Made Active in Reports: 09/29/2008  
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County  
Telephone: 415-252-3920  
Last EDR Contact: 05/05/2017  
Next Scheduled EDR Contact: 08/21/2017  
Data Release Frequency: Quarterly

### Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 02/28/2017  
Date Data Arrived at EDR: 03/02/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 62

Source: Department of Public Health  
Telephone: 415-252-3920  
Last EDR Contact: 05/05/2017  
Next Scheduled EDR Contact: 08/21/2017  
Data Release Frequency: Quarterly

## SAN JOAQUIN COUNTY:

### San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 03/21/2017  
Date Data Arrived at EDR: 03/23/2017  
Date Made Active in Reports: 05/09/2017  
Number of Days to Update: 47

Source: Environmental Health Department  
Telephone: N/A  
Last EDR Contact: 06/16/2017  
Next Scheduled EDR Contact: 10/02/2017  
Data Release Frequency: Semi-Annually

## SAN LUIS OBISPO COUNTY:

### CUPA Facility List

Cupa Facility List.

Date of Government Version: 02/21/2017  
Date Data Arrived at EDR: 02/21/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 91

Source: San Luis Obispo County Public Health Department  
Telephone: 805-781-5596  
Last EDR Contact: 06/02/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## SAN MATEO COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 03/15/2017  
Date Data Arrived at EDR: 04/07/2017  
Date Made Active in Reports: 05/10/2017  
Number of Days to Update: 33

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 06/09/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Annually

## Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/15/2017  
Date Data Arrived at EDR: 04/07/2017  
Date Made Active in Reports: 04/21/2017  
Number of Days to Update: 14

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 06/09/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Semi-Annually

## SANTA BARBARA COUNTY:

### CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011  
Date Data Arrived at EDR: 09/09/2011  
Date Made Active in Reports: 10/07/2011  
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department  
Telephone: 805-686-8167  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## SANTA CLARA COUNTY:

### Cupa Facility List

Cupa facility list

Date of Government Version: 02/22/2017  
Date Data Arrived at EDR: 02/23/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 89

Source: Department of Environmental Health  
Telephone: 408-918-1973  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

### HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005  
Date Data Arrived at EDR: 03/30/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 22

Source: Santa Clara Valley Water District  
Telephone: 408-265-2600  
Last EDR Contact: 03/23/2009  
Next Scheduled EDR Contact: 06/22/2009  
Data Release Frequency: No Update Planned

### LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014  
Date Data Arrived at EDR: 03/05/2014  
Date Made Active in Reports: 03/18/2014  
Number of Days to Update: 13

Source: Department of Environmental Health  
Telephone: 408-918-3417  
Last EDR Contact: 05/24/2017  
Next Scheduled EDR Contact: 09/11/2017  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/04/2017  
Date Data Arrived at EDR: 05/08/2017  
Date Made Active in Reports: 07/27/2017  
Number of Days to Update: 80

Source: City of San Jose Fire Department  
Telephone: 408-535-7694  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Annually

## SANTA CRUZ COUNTY:

### CUPA Facility List

CUPA facility listing.

Date of Government Version: 01/21/2017  
Date Data Arrived at EDR: 02/22/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 80

Source: Santa Cruz County Environmental Health  
Telephone: 831-464-2761  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## SHASTA COUNTY:

### CUPA Facility List

Cupa Facility List.

Date of Government Version: 03/14/2017  
Date Data Arrived at EDR: 03/17/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 67

Source: Shasta County Department of Resource Management  
Telephone: 530-225-5789  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Varies

## SOLANO COUNTY:

### Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2016  
Date Data Arrived at EDR: 12/21/2016  
Date Made Active in Reports: 12/22/2016  
Number of Days to Update: 1

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 06/09/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Quarterly

### Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 03/15/2017  
Date Data Arrived at EDR: 03/17/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 47

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 06/09/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Quarterly

## SONOMA COUNTY:

### Cupa Facility List

Cupa Facility list

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/01/2017  
Date Data Arrived at EDR: 03/30/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 54

Source: County of Sonoma Fire & Emergency Services Department  
Telephone: 707-565-1174  
Last EDR Contact: 06/21/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Varies

## Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/04/2017  
Date Data Arrived at EDR: 01/06/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 55

Source: Department of Health Services  
Telephone: 707-565-6565  
Last EDR Contact: 06/21/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Quarterly

## STANISLAUS COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/20/2017  
Date Data Arrived at EDR: 01/24/2017  
Date Made Active in Reports: 05/18/2017  
Number of Days to Update: 114

Source: Stanislaus County Department of Environmental Protection  
Telephone: 209-525-6751  
Last EDR Contact: 07/17/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Varies

## SUTTER COUNTY:

### Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 12/02/2016  
Date Data Arrived at EDR: 12/06/2016  
Date Made Active in Reports: 01/10/2017  
Number of Days to Update: 35

Source: Sutter County Department of Agriculture  
Telephone: 530-822-7500  
Last EDR Contact: 06/02/2017  
Next Scheduled EDR Contact: 09/18/2017  
Data Release Frequency: Semi-Annually

## TEHAMA COUNTY:

### CUPA Facility List

Cupa facilities

Date of Government Version: 01/05/2017  
Date Data Arrived at EDR: 02/10/2017  
Date Made Active in Reports: 05/25/2017  
Number of Days to Update: 104

Source: Tehama County Department of Environmental Health  
Telephone: 530-527-8020  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Varies

## TRINITY COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/23/2017  
Date Data Arrived at EDR: 01/25/2017  
Date Made Active in Reports: 05/18/2017  
Number of Days to Update: 113

Source: Department of Toxic Substances Control  
Telephone: 760-352-0381  
Last EDR Contact: 07/21/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## TULARE COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility List

Cupa program facilities

Date of Government Version: 01/05/2017  
Date Data Arrived at EDR: 02/10/2017  
Date Made Active in Reports: 05/25/2017  
Number of Days to Update: 104

Source: Tulare County Environmental Health Services Division  
Telephone: 559-624-7400  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/20/2017  
Data Release Frequency: Varies

## TUOLUMNE COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/25/2017  
Date Data Arrived at EDR: 01/27/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 34

Source: Divison of Environmental Health  
Telephone: 209-533-5633  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Varies

## VENTURA COUNTY:

### Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/27/2016  
Date Data Arrived at EDR: 01/27/2017  
Date Made Active in Reports: 05/10/2017  
Number of Days to Update: 103

Source: Ventura County Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 07/24/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Quarterly

### Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011  
Date Data Arrived at EDR: 12/01/2011  
Date Made Active in Reports: 01/19/2012  
Number of Days to Update: 49

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 06/29/2017  
Next Scheduled EDR Contact: 10/16/2017  
Data Release Frequency: Annually

### Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008  
Date Data Arrived at EDR: 06/24/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 37

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 05/15/2017  
Next Scheduled EDR Contact: 08/28/2017  
Data Release Frequency: Quarterly

### Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2016  
Date Data Arrived at EDR: 10/27/2016  
Date Made Active in Reports: 01/24/2017  
Number of Days to Update: 89

Source: Ventura County Resource Management Agency  
Telephone: 805-654-2813  
Last EDR Contact: 07/24/2017  
Next Scheduled EDR Contact: 11/08/2017  
Data Release Frequency: Quarterly



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 02/27/2017	Source: Environmental Health Division
Date Data Arrived at EDR: 03/15/2017	Telephone: 805-654-2813
Date Made Active in Reports: 05/03/2017	Last EDR Contact: 06/14/2017
Number of Days to Update: 49	Next Scheduled EDR Contact: 09/25/2017
	Data Release Frequency: Quarterly

## YOLO COUNTY:

### Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 03/31/2017	Source: Yolo County Department of Health
Date Data Arrived at EDR: 04/06/2017	Telephone: 530-666-8646
Date Made Active in Reports: 05/03/2017	Last EDR Contact: 06/29/2017
Number of Days to Update: 27	Next Scheduled EDR Contact: 10/16/2017
	Data Release Frequency: Annually

## YUBA COUNTY:

### CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 01/30/2017	Source: Yuba County Environmental Health Department
Date Data Arrived at EDR: 01/31/2017	Telephone: 530-749-7523
Date Made Active in Reports: 05/23/2017	Last EDR Contact: 07/27/2017
Number of Days to Update: 112	Next Scheduled EDR Contact: 11/13/2017
	Data Release Frequency: Varies

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

### CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013	Source: Department of Energy & Environmental Protection
Date Data Arrived at EDR: 08/19/2013	Telephone: 860-424-3375
Date Made Active in Reports: 10/03/2013	Last EDR Contact: 05/15/2017
Number of Days to Update: 45	Next Scheduled EDR Contact: 08/28/2017
	Data Release Frequency: No Update Planned

### NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016	Source: Department of Environmental Protection
Date Data Arrived at EDR: 04/11/2017	Telephone: N/A
Date Made Active in Reports: 07/27/2017	Last EDR Contact: 07/10/2017
Number of Days to Update: 107	Next Scheduled EDR Contact: 10/23/2017
	Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/30/2017  
Date Data Arrived at EDR: 02/01/2017  
Date Made Active in Reports: 02/13/2017  
Number of Days to Update: 12

Source: Department of Environmental Conservation  
Telephone: 518-402-8651  
Last EDR Contact: 08/03/2017  
Next Scheduled EDR Contact: 11/13/2017  
Data Release Frequency: Annually

## PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2015  
Date Data Arrived at EDR: 07/22/2016  
Date Made Active in Reports: 11/22/2016  
Number of Days to Update: 123

Source: Department of Environmental Protection  
Telephone: 717-783-8990  
Last EDR Contact: 07/17/2017  
Next Scheduled EDR Contact: 10/30/2017  
Data Release Frequency: Annually

## RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013  
Date Data Arrived at EDR: 06/19/2015  
Date Made Active in Reports: 07/15/2015  
Number of Days to Update: 26

Source: Department of Environmental Management  
Telephone: 401-222-2797  
Last EDR Contact: 05/22/2017  
Next Scheduled EDR Contact: 09/04/2017  
Data Release Frequency: Annually

## WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 04/13/2017  
Date Made Active in Reports: 07/14/2017  
Number of Days to Update: 92

Source: Department of Natural Resources  
Telephone: N/A  
Last EDR Contact: 06/12/2017  
Next Scheduled EDR Contact: 09/25/2017  
Data Release Frequency: Annually

## Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

## Electric Power Transmission Line Data

Source: PennWell Corporation

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

## AHA Hospitals:

Source: American Hospital Association, Inc.  
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

## Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services  
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

### Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

### Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

### Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

**Flood Zone Data:** This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## **STREET AND ADDRESS INFORMATION**

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## **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE ADDENDUM**

### **TARGET PROPERTY ADDRESS**

VACANT PARCEL  
FREEWAY VIS  
MORGAN HILL, CA 95037

### **TARGET PROPERTY COORDINATES**

Latitude (North):	37.15572 - 37° 9' 20.59"
Longitude (West):	121.675773 - 121° 40' 32.78"
Universal Transverse Mercator:	Zone 10
UTM X (Meters):	617589.6
UTM Y (Meters):	4112764.2
Elevation:	344 ft. above sea level

### **USGS TOPOGRAPHIC MAP**

Target Property Map:	5640402 MORGAN HILL, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

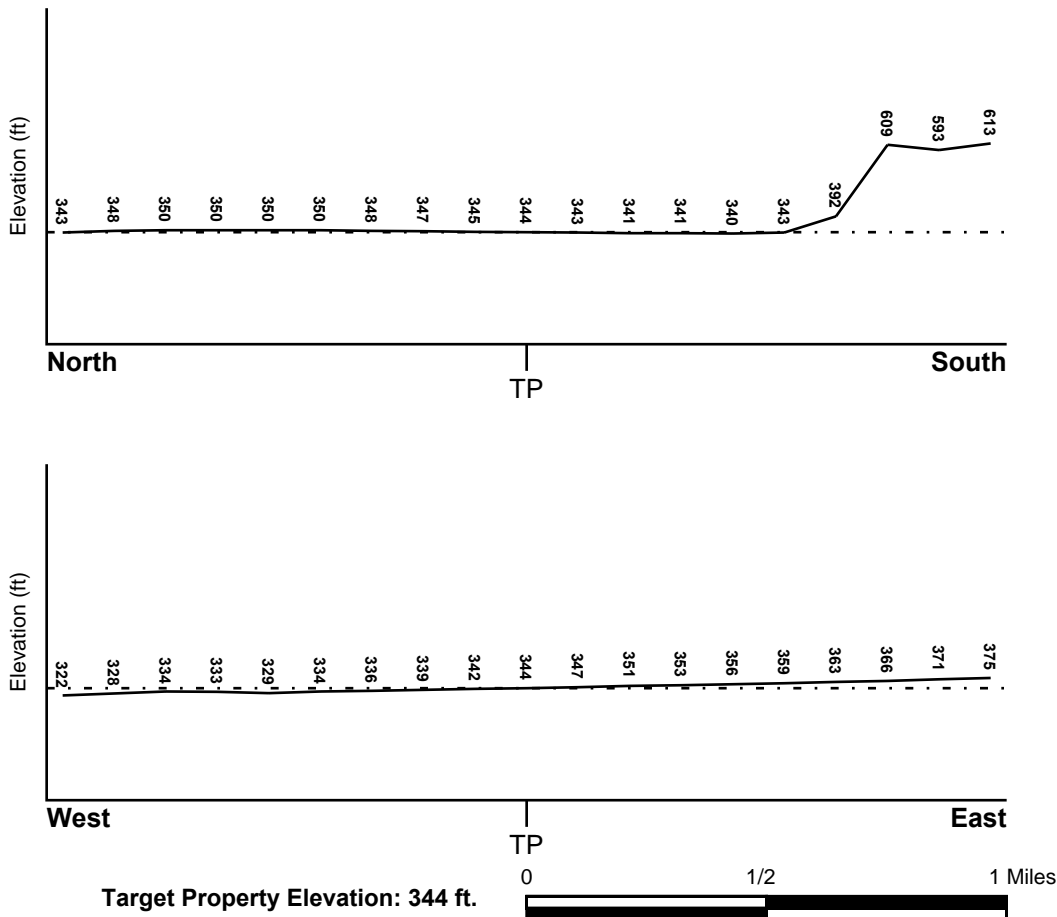
## TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

## TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

## SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

## **FEMA FLOOD ZONE**

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
06085C0443H	FEMA FIRM Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
06085C0437H	FEMA FIRM Flood data
06085C0441H	FEMA FIRM Flood data
06085C0440H	FEMA FIRM Flood data

## **NATIONAL WETLAND INVENTORY**

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
MORGAN HILL	YES - refer to the Overview Map and Detail Map

## **HYDROGEOLOGIC INFORMATION**

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

### ***Site-Specific Hydrogeological Data\*:***

Search Radius:	1.25 miles
Status:	Not found

## **AQUIFLOW®**

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

### GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

#### **ROCK STRATIGRAPHIC UNIT**

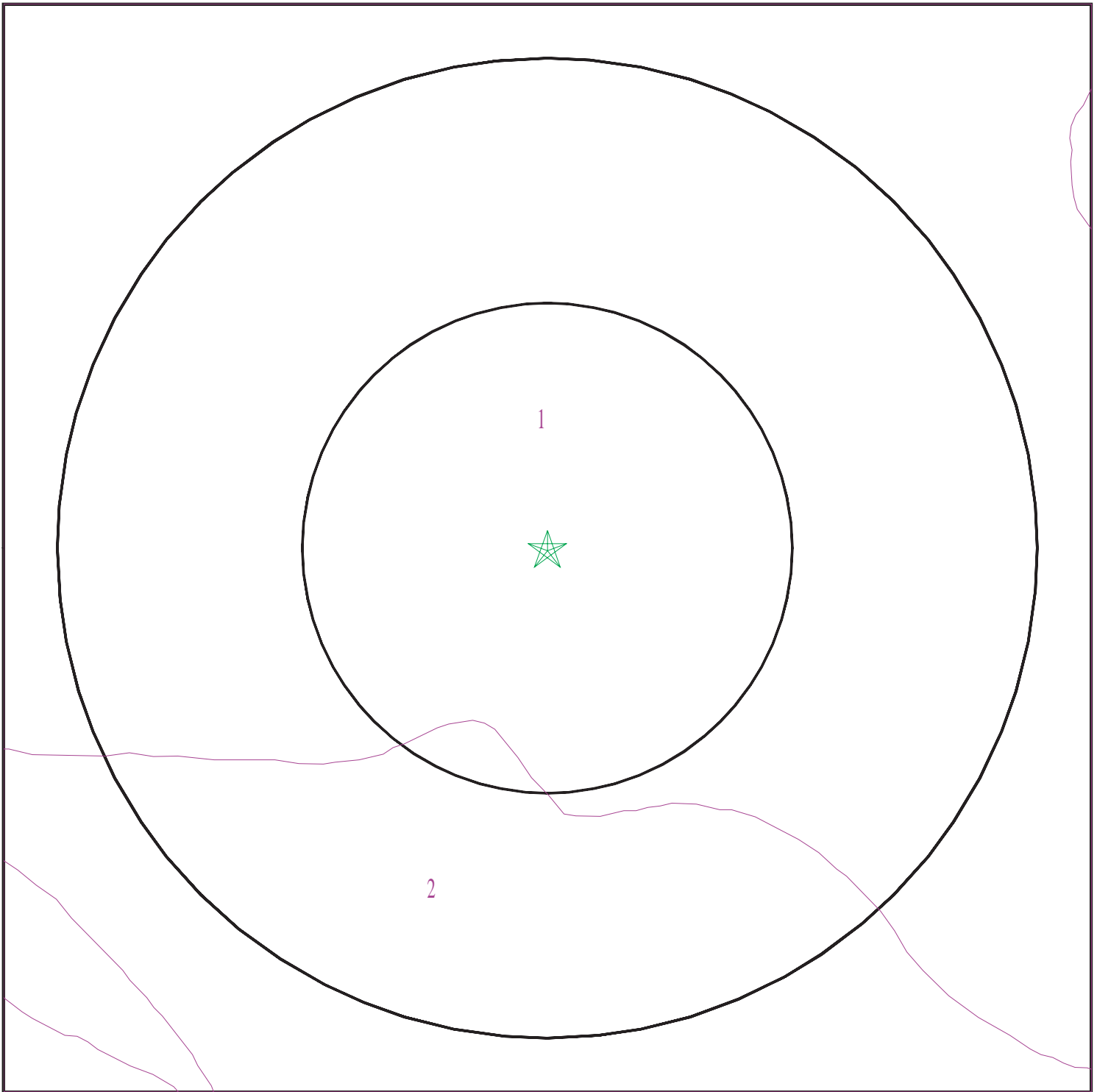
Era: Mesozoic  
System: Cretaceous  
Series: Upper Mesozoic  
Code: uMze(*decoded above as Era, System & Series*)

#### **GEOLOGIC AGE IDENTIFICATION**

Category: Eugeosynclinal Deposits

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

# SSURGO SOIL MAP - 5017570.2s



- ★ Target Property
- SSURGO Soil
- Water

0 1/16 1/8 1/4 Miles



SITE NAME: Vacant Parcel  
ADDRESS: FREEWAY VIS  
MORGAN HILL CA 95037  
LAT/LONG: 37.15572 / 121.675773

CLIENT: Geologica  
CONTACT: Mark Hallee  
INQUIRY #: 5017570.2s  
DATE: August 09, 2017 2:25 pm



# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

### Soil Map ID: 1

Soil Component Name: ARBUCKLE

Soil Surface Texture: gravelly loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Low

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	20 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 14 Min: 4	Max: 6.5 Min: 5.6
2	20 inches	40 inches	gravelly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 14 Min: 4	Max: 6.5 Min: 5.6
3	40 inches	59 inches	very gravelly sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 6.5 Min: 6.2

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**Soil Map ID: 2**

Soil Component Name: PLEASANTON

Soil Surface Texture: loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	18 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 14 Min: 4	Max: 7.3 Min: 6.1
2	18 inches	44 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 4 Min: 1.4	Max: 7.3 Min: 6.1
3	44 inches	66 inches	gravelly sandy clay loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 4 Min: 1.4	Max: 7.3 Min: 6.1

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

## WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

## FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

## FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

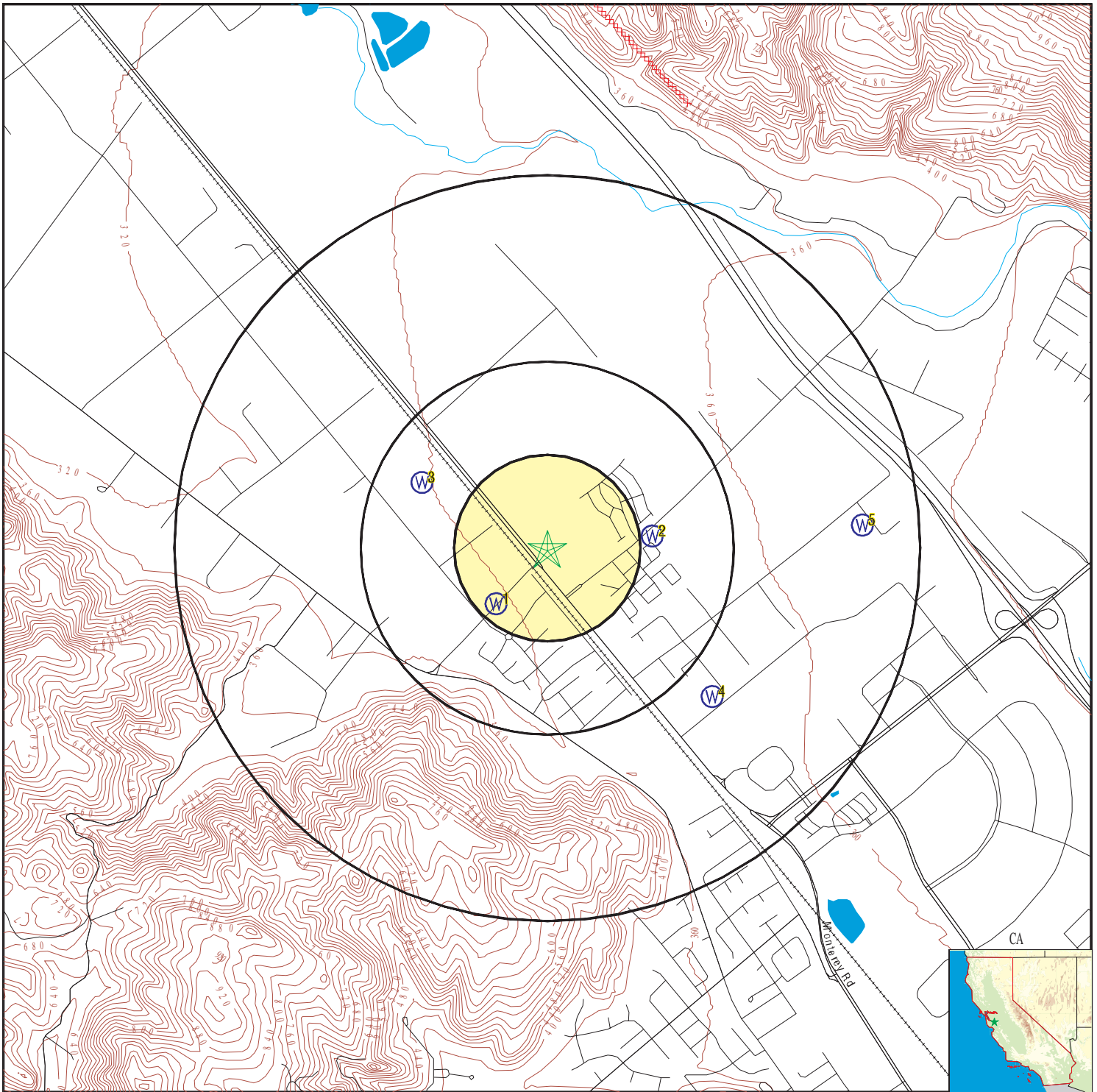
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		









Note: PWS System location is not always the same as well location.






## STATE DATABASE WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
1	9385	1/8 - 1/4 Mile SW
2	CADW60000004125	1/4 - 1/2 Mile East
3	9376	1/4 - 1/2 Mile WNW
4	9383	1/2 - 1 Mile SE
5	9382	1/2 - 1 Mile East

# PHYSICAL SETTING SOURCE MAP - 5017570.2s



-  County Boundary
-  Major Roads
-  Contour Lines
-  Earthquake Fault Lines
-  Earthquake epicenter, Richter 5 or greater
-  Water Wells
-  Public Water Supply Wells
-  Cluster of Multiple Icons

-  Groundwater Flow Direction
-  Indeterminate Groundwater Flow at Location
-  Groundwater Flow Varies at Location
-  Closest Hydrogeological Data
-  Oil, gas or related wells

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL CA 95037  
 LAT/LONG: 37.15572 / 121.675773

CLIENT: Geologica  
 CONTACT: Mark Hallee  
 INQUIRY #: 5017570.2s  
 DATE: August 09, 2017 2:24 pm

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
Direction  
Distance  
Elevation

Database      EDR ID Number

**1**  
**SW**  
**1/8 - 1/4 Mile**  
**Lower**

**CA WELLS      9385**

**Water System Information:**

Prime Station Code:	09S/03E-18H06 M	User ID:	HEN
FRDS Number:	4300583001	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	370913.0 1214038.0	Precision:	100 Feet (one Second)
Source Name:	WELL 01		
System Number:	4300583		
System Name:	Morgan Hill USD-Burnett School		
Organization That Operates System:	PO BOX 927		
	MORGAN HILL, CA 95037		
Pop Served:	521	Connections:	3
Area Served:	Not Reported		

**2**  
**East**  
**1/4 - 1/2 Mile**  
**Higher**

**CA WELLS      CADW60000004125**

Objectid:	4125
Latitude:	37.15619
Longitude:	-121.67067
Site code:	371562N1216707W001
State well numbe:	09S03E17D004M
Local well name:	'09S03E17D004'
Well use id:	1
Well use descrip:	Observation
County id:	43
County name:	Santa Clara
Basin code:	'2-9.02'
Basin desc:	Santa Clara
Dwr region id:	80236
Dwr region:	North Central Region Office
Site id:	CADW60000004125

**3**  
**WNW**  
**1/4 - 1/2 Mile**  
**Lower**

**CA WELLS      9376**

**Water System Information:**

Prime Station Code:	09S/03E-07Q05 M	User ID:	43C
FRDS Number:	4300592001	County:	Santa Clara
District Number:	73	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	370930.0 1214051.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		

## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

System Number:	4300592		
System Name:	ALICE'S CAFE		
Organization That Operates System:	Not Reported		
Pop Served:	Unknown, Small System	Connections:	Unknown, Small System
Area Served:	Not Reported		

**4  
SE  
1/2 - 1 Mile  
Higher**

**CA WELLS    9383**

**Water System Information:**

Prime Station Code:	09S/03E-17E03 M	User ID:	HEN
FRDS Number:	4310006004	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Standby Raw
Source Lat/Long:	370900.0 1214000.0	Precision:	Undefined
Source Name:	BURNETT AVE - STANDBY		
System Number:	4310006		
System Name:	City of Morgan Hill		
Organization That Operates System:	17555 Peak Avenue Morgan Hill, CA 95037		
Pop Served:	27948	Connections:	9290
Area Served:	CITY OF MORGAN HILL		
Sample Collected:	21-OCT-08	Findings:	5.6 UG/L
Chemical:	PERCHLORATE		

**5  
East  
1/2 - 1 Mile  
Higher**

**CA WELLS    9382**

**Water System Information:**

Prime Station Code:	09S/03E-17A05 M	User ID:	43C
FRDS Number:	4300848001	County:	Santa Clara
District Number:	73	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	370924.0 1213934.0	Precision:	1,000 Feet (10 Seconds)
Source Name:	WELL 01		
System Number:	4300848		
System Name:	RANCHO DE LOMA WATER SYSTEM		
Organization That Operates System:	19170 CALLE MONIZ MORGAN HILL, CA 95037		
Pop Served:	400	Connections:	1
Area Served:	Not Reported		
Sample Collected:	23-OCT-07	Findings:	70. MG/L
Chemical:	NITRATE (AS NO3)		

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

## AREA RADON INFORMATION

State Database: CA Radon

### Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95037	21	0

Federal EPA Radon Zone for SANTA CLARA County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.  
 : Zone 2 indoor average level  $\geq$  2 pCi/L and  $\leq$  4 pCi/L.  
 : Zone 3 indoor average level < 2 pCi/L.

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Federal Area Radon Information for Zip Code: 95037

Number of sites tested: 1

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	-0.300 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

### USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

## HYDROGEOLOGIC INFORMATION

### AQUIFLOW<sup>R</sup> Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

### Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

### STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

### SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.



# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

### FEDERAL WATER WELLS

#### PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

#### PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

#### USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

### STATE RECORDS

#### Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

#### California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

## OTHER STATE DATABASE INFORMATION

#### California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

### RADON

#### State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

#### Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

#### EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

## PHYSICAL SETTING SOURCE RECORDS SEARCHED

### OTHER

Airport Landing Facilities: Private and public use landing facilities  
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater  
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

### STREET AND ADDRESS INFORMATION

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Vacant Parcel  
FREEWAY VIS  
MORGAN HILL, CA 95037

Inquiry Number: 5017570.9

August 14, 2017

## The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# EDR Aerial Photo Decade Package

08/14/17

**Site Name:**

Vacant Parcel  
FREEWAY VIS  
MORGAN HILL, CA 95037  
EDR Inquiry # 5017570.9

**Client Name:**

Geologica  
5 Third St. Suite 808  
San Francisco, CA 94103  
Contact: Mark Hallee



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

**Search Results:**

<b>Year</b>	<b>Scale</b>	<b>Details</b>	<b>Source</b>
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2010	1"=500'	Flight Year: 2010	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
1998	1"=500'	Acquisition Date: August 21, 1998	USGS/DOQQ
1982	1"=500'	Flight Date: July 05, 1982	USDA
1973	1"=500'	Flight Date: January 01, 1973	USGS
1968	1"=500'	Flight Date: June 14, 1968	USGS
1963	1"=500'	Flight Date: June 24, 1963	USGS
1956	1"=500'	Flight Date: June 12, 1956	USDA
1950	1"=500'	Flight Date: March 28, 1950	USDA
1948	1"=500'	Flight Date: September 26, 1948	USDA
1940	1"=500'	Flight Date: June 09, 1940	USDA
1939	1"=500'	Flight Date: October 20, 1939	USDA

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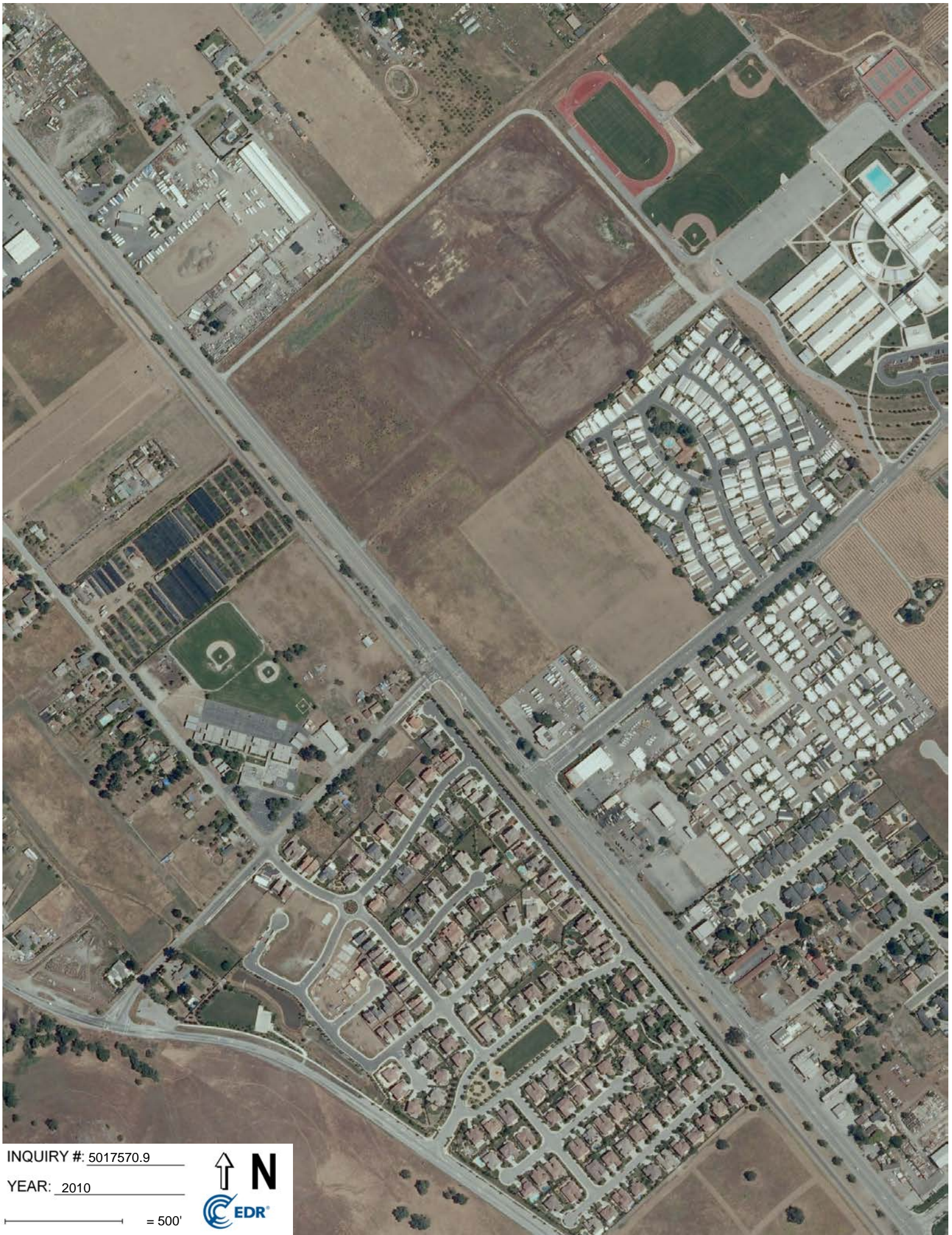
INQUIRY # 5017570.9

YEAR: 2012

— = 500'







INQUIRY # 5017570.9

YEAR: 2010

— = 500'







INQUIRY #: 5017570.9

YEAR: 2009

— = 500'







INQUIRY #: 5017570.9

YEAR: 2006

— = 500'







INQUIRY #: 5017570.9

YEAR: 2005

— = 500'







INQUIRY #: 5017570.9

YEAR: 1998

— = 500'







INQUIRY #: 5017570.9

YEAR: 1982

— = 500'







INQUIRY #: 5017570.9

YEAR: 1973

— = 500'







INQUIRY #: 5017570.9

YEAR: 1968

— = 500'







INQUIRY #: 5017570.9

YEAR: 1963

— = 500'







INQUIRY #: 5017570.9

YEAR: 1956

— = 500'







INQUIRY #: 5017570.9

YEAR: 1950

— = 500'







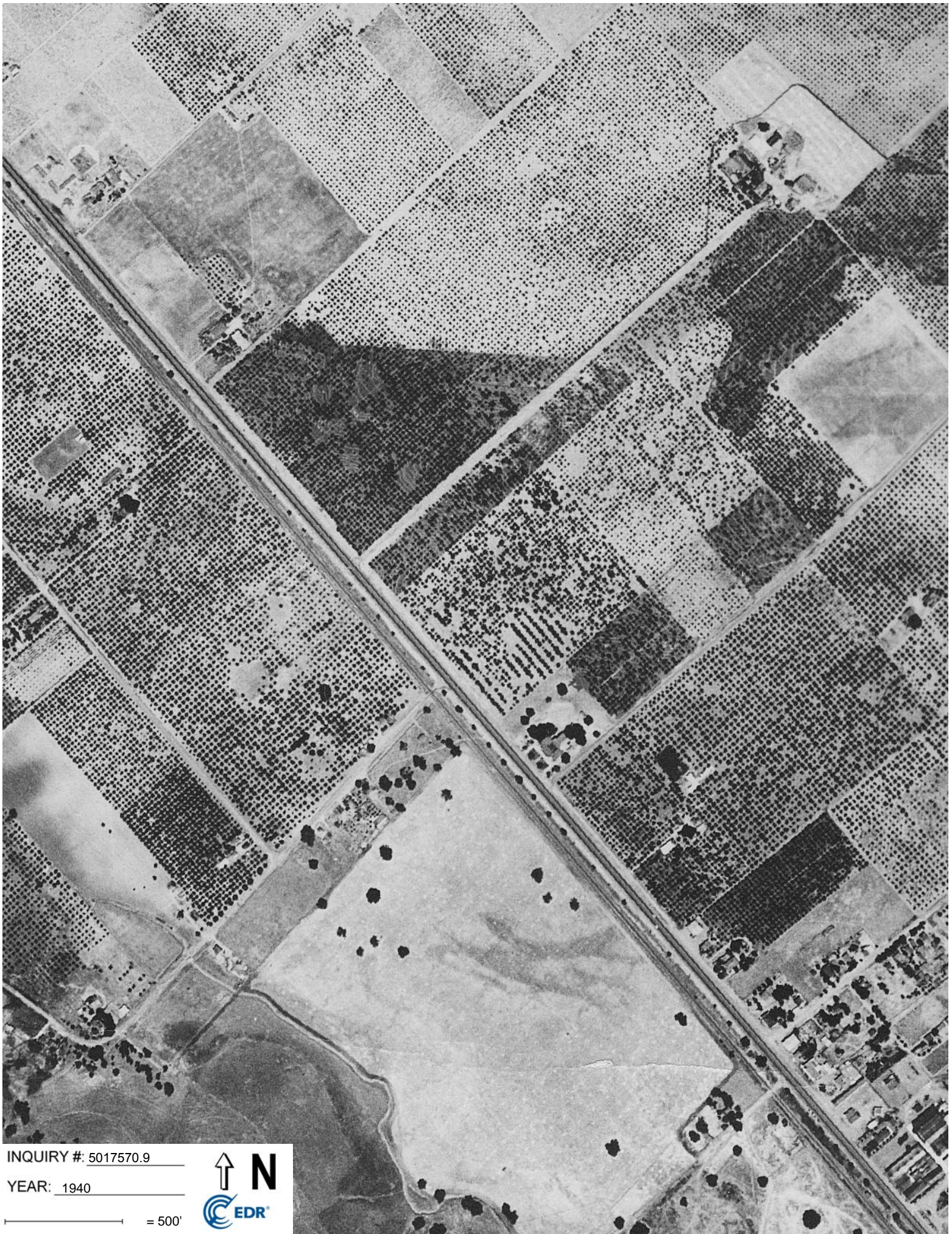
INQUIRY #: 5017570.9

YEAR: 1948

— = 500'







INQUIRY #: 5017570.9

YEAR: 1940

— = 500'







INQUIRY #: 5017570.9

YEAR: 1939

— = 500'





Vacant Parcel  
FREEWAY VIS  
MORGAN HILL, CA 95037

Inquiry Number: 5017570.4  
August 09, 2017

# EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# EDR Historical Topo Map Report

08/09/17

**Site Name:**

Vacant Parcel  
FREEWAY VIS  
MORGAN HILL, CA 95037  
EDR Inquiry # 5017570.4

**Client Name:**

Geologica  
5 Third St. Suite 808  
San Francisco, CA 94103  
Contact: Mark Hallee



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Geologica were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

**Search Results:****Coordinates:**

<b>P.O.#</b>	NA	<b>Latitude:</b>	37.15572 37° 9' 21" North
<b>Project:</b>	Dividend Homes	<b>Longitude:</b>	-121.675773 -121° 40' 33" West
		<b>UTM Zone:</b>	Zone 10 North
		<b>UTM X Meters:</b>	617586.66
		<b>UTM Y Meters:</b>	4112967.92
		<b>Elevation:</b>	344.00' above sea level

**Maps Provided:**

2012  
1980  
1973  
1968  
1955  
1939  
1917

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## **Topo Sheet Key**

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

### **2012 Source Sheets**



Morgan Hill  
2012  
7.5-minute, 24000

### **1980 Source Sheets**



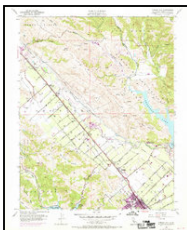
Morgan Hill  
1980  
7.5-minute, 24000  
Aerial Photo Revised 1978

### **1973 Source Sheets**



Morgan Hill  
1973  
7.5-minute, 24000  
Aerial Photo Revised 1973

### **1968 Source Sheets**



Morgan Hill  
1968  
7.5-minute, 24000  
Aerial Photo Revised 1968

## **Topo Sheet Key**

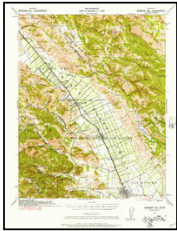
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

### **1955 Source Sheets**



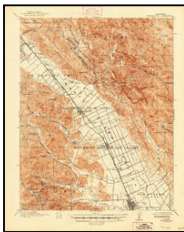
Morgan Hill  
1955  
7.5-minute, 24000  
Aerial Photo Revised 1953

### **1939 Source Sheets**



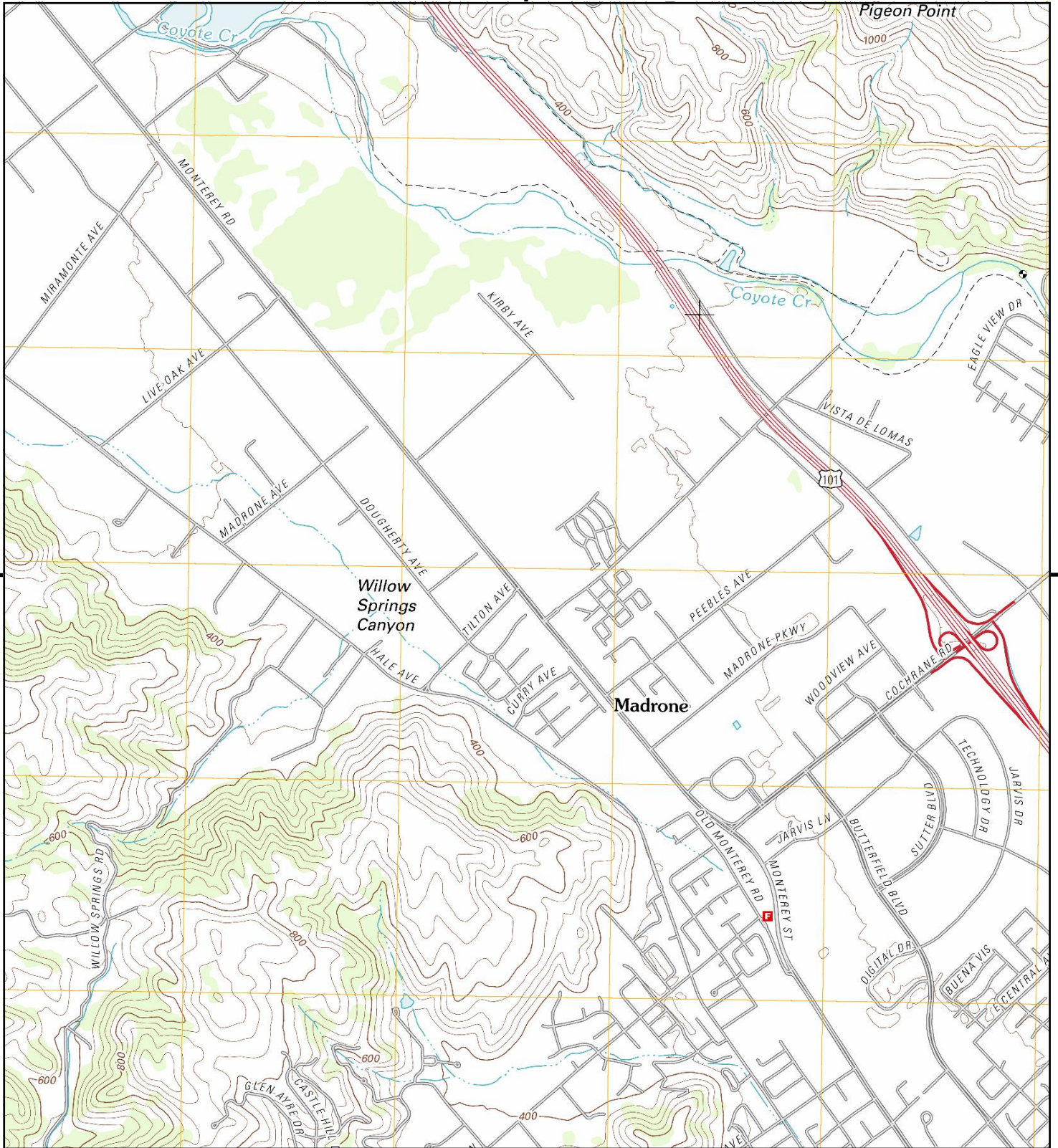
Morgan Hill  
1939  
15-minute, 62500  
Aerial Photo Revised 1939

### **1917 Source Sheets**



Morgan Hill  
1917  
15-minute, 62500





This report includes information from the following map sheet(s).

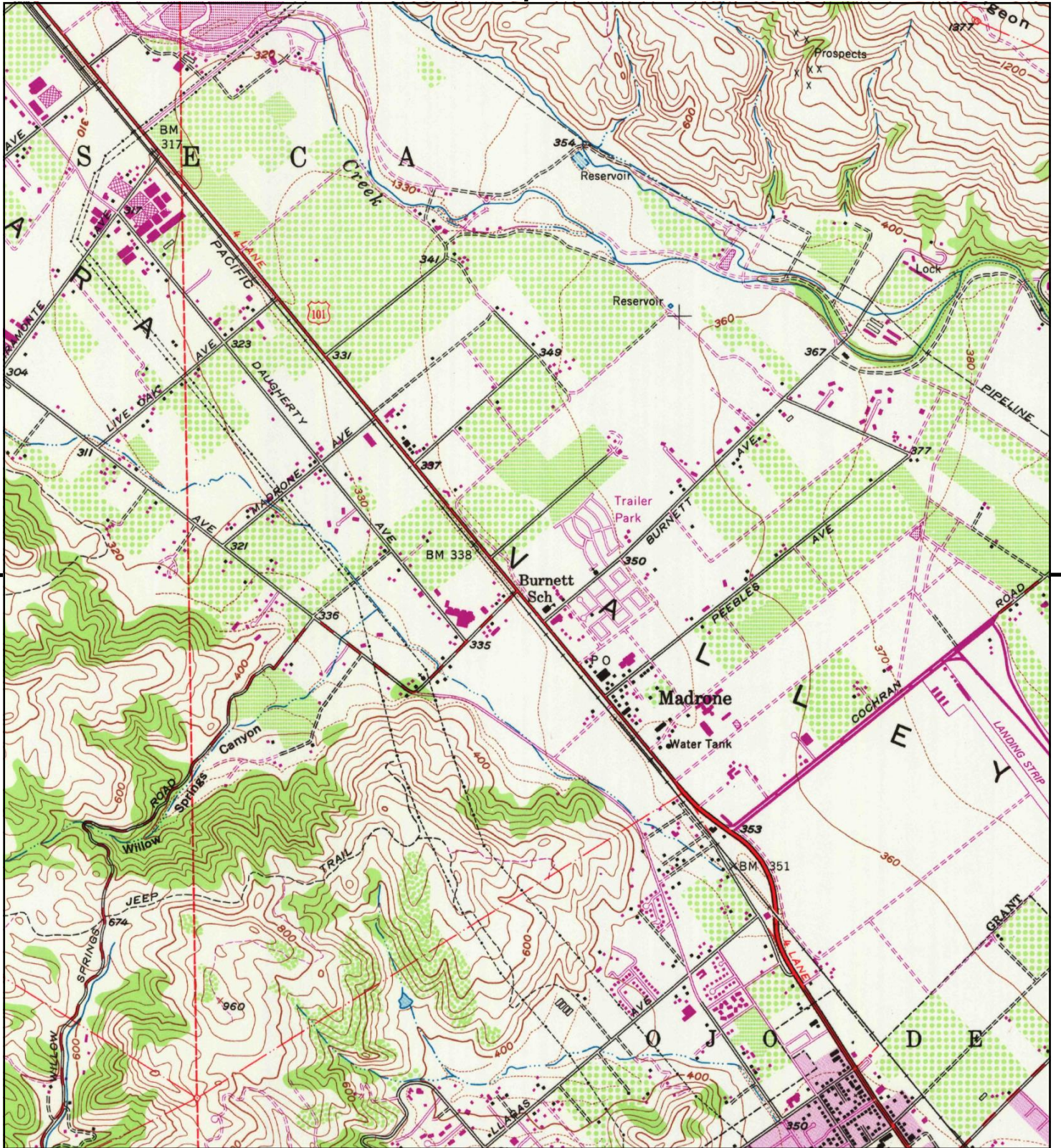


TP, Morgan Hill, 2012, 7.5-minute

**SITE NAME:** Vacant Parcel  
**ADDRESS:** FREEWAY VIS  
 MORGAN HILL, CA 95037  
**CLIENT:** Geologica







This report includes information from the following map sheet(s).

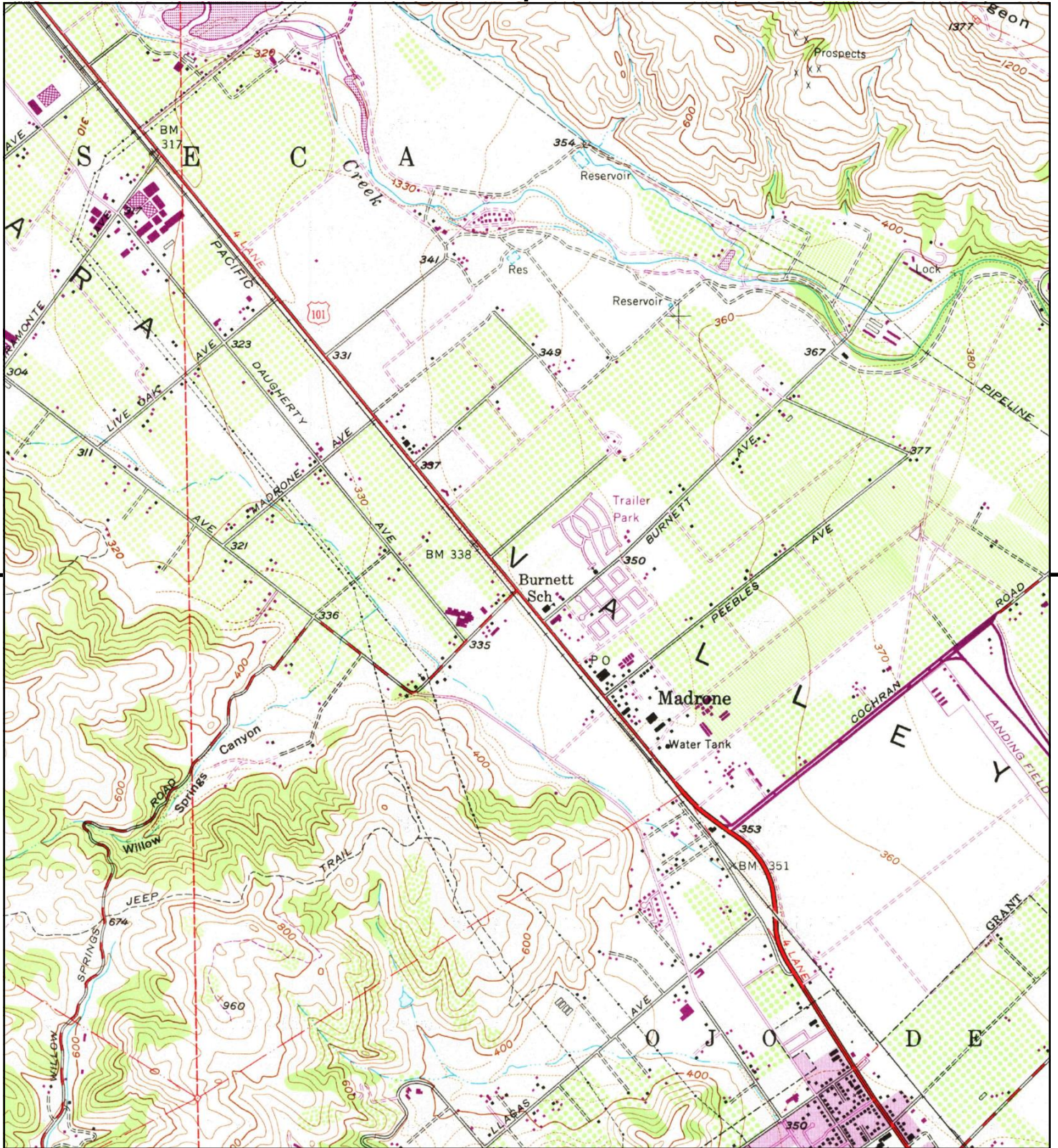


TP, Morgan Hill, 1980, 7.5-minute

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL, CA 95037  
 CLIENT: Geologica







This report includes information from the following map sheet(s).

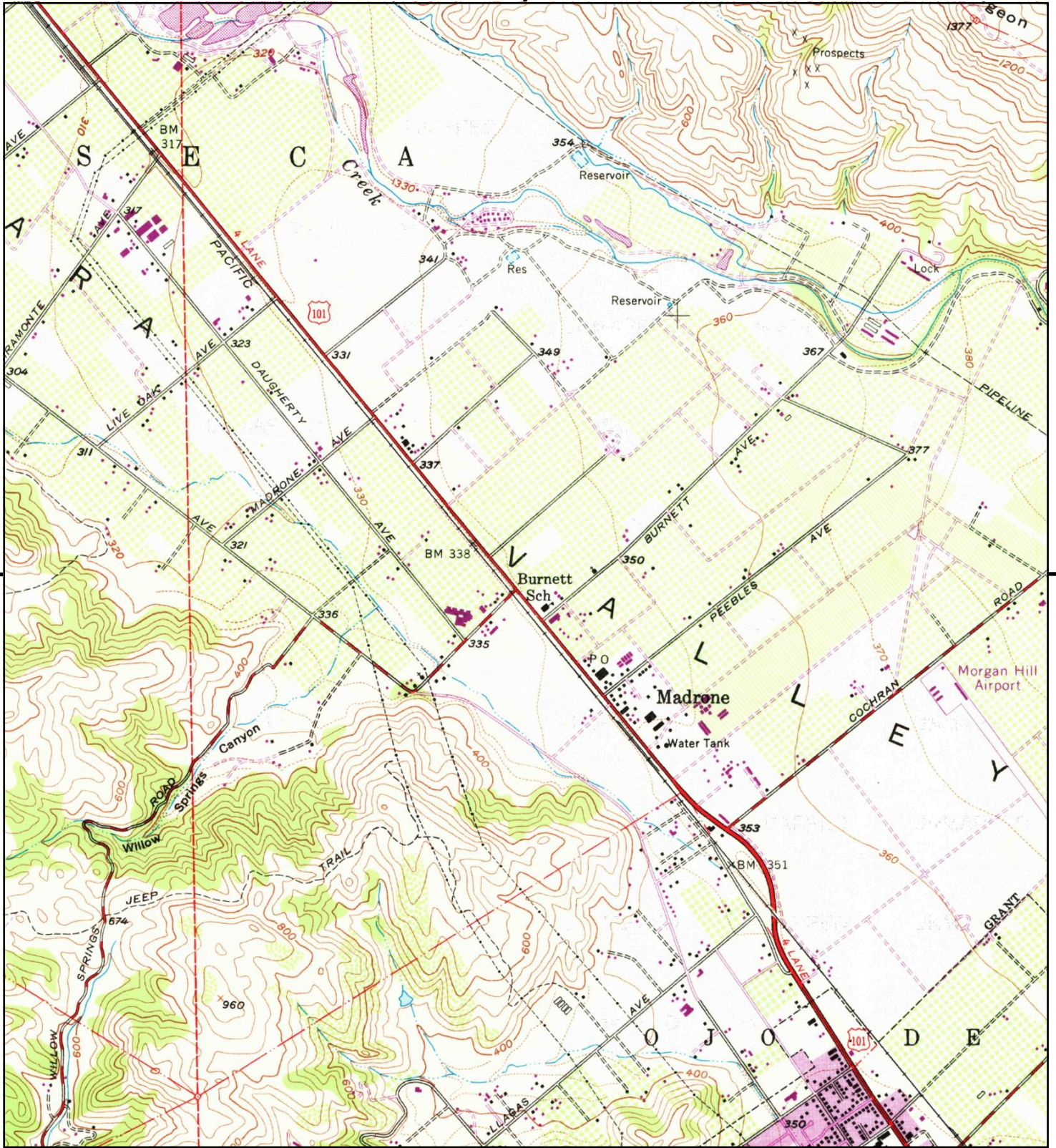


TP, Morgan Hill, 1973, 7.5-minute

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL, CA 95037  
 CLIENT: Geologica







This report includes information from the following map sheet(s).

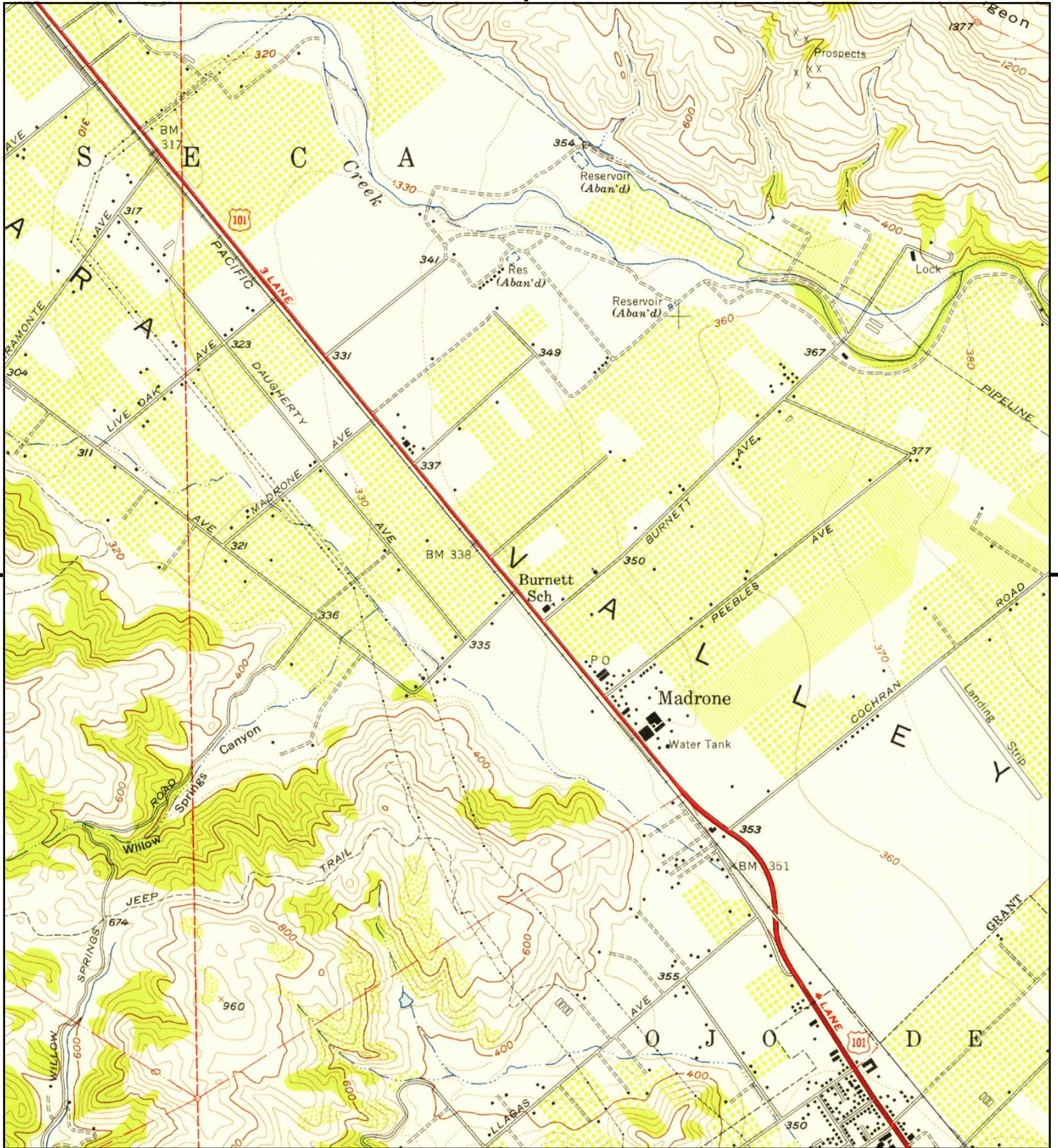


TP, Morgan Hill, 1968, 7.5-minute

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL, CA 95037  
 CLIENT: Geologica







This report includes information from the following map sheet(s).



TP, Morgan Hill, 1955, 7.5-minute

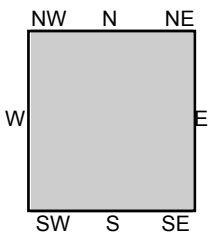
SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL, CA 95037  
 CLIENT: Geologica







This report includes information from the following map sheet(s).

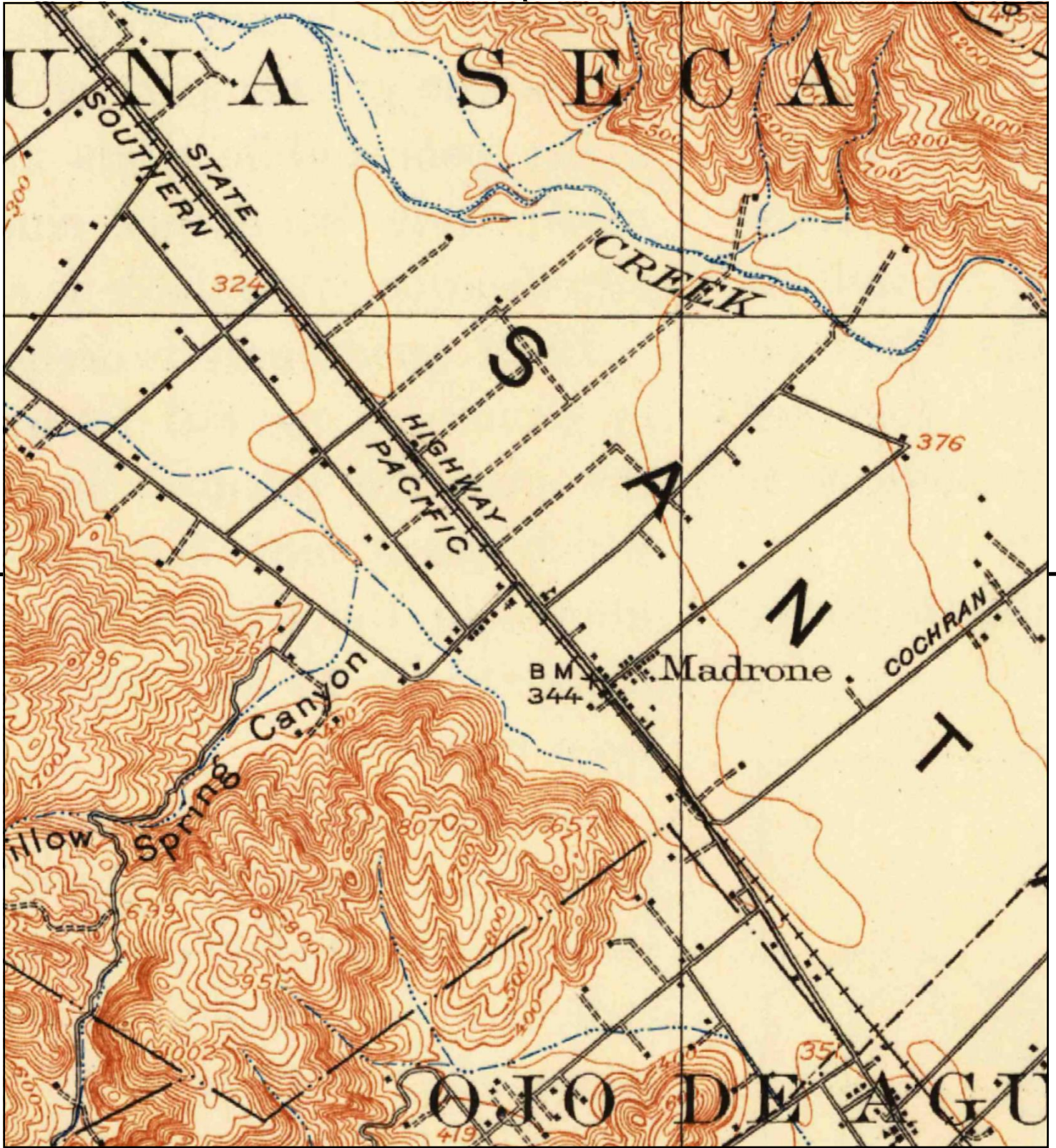


TP, Morgan Hill, 1939, 15-minute

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL, CA 95037  
 CLIENT: Geologica







This report includes information from the following map sheet(s).



TP, Morgan Hill, 1917, 15-minute

SITE NAME: Vacant Parcel  
 ADDRESS: FREEWAY VIS  
 MORGAN HILL, CA 95037  
 CLIENT: Geologica



**Vacant Parcel**

FREEWAY VIS  
MORGAN HILL, CA 95037

Inquiry Number: 5017570.5  
August 15, 2017

# The EDR-City Directory Image Report



## TABLE OF CONTENTS

### SECTION

Executive Summary

Findings

City Directory Images

***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

### DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

### RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2013	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cole Information Services
2008	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cole Information Services
2003	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cole Information Services
1999	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cole Information Services
1995	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Cole Information Services
1992	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cole Information Services
1986	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Haines Criss-Cross Directory
1980	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Haines Criss-Cross Directory
1975	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Haines Criss-Cross Directory
1970	<input type="checkbox"/>	<input type="checkbox"/>	Haines Criss-Cross Directory

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## FINDINGS

### TARGET PROPERTY STREET

FREEWAY VIS  
MORGAN HILL, CA 95037

Year

CD Image

Source

### FREEWAY VIS

2013	pg A1	Cole Information Services	
2008	-	Cole Information Services	Target and Adjoining not listed in Source
2003	pg A31	Cole Information Services	
1999	pg A48	Cole Information Services	
1995	-	Cole Information Services	Target and Adjoining not listed in Source
1986	-	Haines Criss-Cross Directory	Street not listed in Source
1980	-	Haines Criss-Cross Directory	Street not listed in Source
1975	-	Haines Criss-Cross Directory	Street not listed in Source
1970	-	Haines Criss-Cross Directory	Street not listed in Source

### FREEWAY VISTA

1992	pg A74	Cole Information Services	
------	--------	---------------------------	--

## FINDINGS

### CROSS STREETS

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
-------------	-----------------	---------------

### MONTEREY RD

2013	pg. A2	Cole Information Services
2008	pg. A15	Cole Information Services
2003	pg. A32	Cole Information Services
1999	pg. A49	Cole Information Services
1995	pg. A64	Cole Information Services
1992	pg. A75	Cole Information Services
1986	pg. A85	Haines Criss-Cross Directory
1980	pg. A86	Haines Criss-Cross Directory
1975	pg. A87	Haines Criss-Cross Directory
1970	-	Haines Criss-Cross Directory

Target and Adjoining not listed in Source

### MONTEREY ST

2013	pg. A3	Cole Information Services
2008	pg. A17	Cole Information Services
2003	pg. A34	Cole Information Services
1999	pg. A50	Cole Information Services
1995	pg. A71	Cole Information Services
1992	pg. A84	Cole Information Services

Vacant Parcel  
FREEWAY VIS  
MORGAN HILL, CA 95037

Inquiry Number: 5017570.3

August 09, 2017

## Certified Sanborn® Map Report



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# Certified Sanborn® Map Report

08/09/17

**Site Name:**

Vacant Parcel  
FREEWAY VIS  
MORGAN HILL, CA 95037  
EDR Inquiry # 5017570.3

**Client Name:**

Geologica  
5 Third St. Suite 808  
San Francisco, CA 94103  
Contact: Mark Hallee



The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Geologica were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting [www.edrnet.com/sanborn](http://www.edrnet.com/sanborn).

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

## Certified Sanborn Results:

**Certification #** 6178-44C6-B9E7  
**PO #** NA  
**Project** Dividend Homes

### UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.



Sanborn® Library search results

Certification #: 6178-44C6-B9E7

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

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# Appendix C

## Relevant Documentation







4. **Relationship of the purchase price to the fair market value of the property if it were not contaminated (40 CFR 312.29).** Does the purchase price being paid for this *property* reasonably reflect the fair market value of the *property*? If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the *property*?

Yes. The negotiated purchase price reasonably reflects the fair market value of the property.

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5. **Commonly known or reasonably ascertainable information about the property (40 CFR 312.30).** Are you aware of commonly known or *reasonably ascertainable* information about the *property* that would help the *environmental professional* to identify conditions indicative of releases or threatened releases? For example, as user,

- a) Do you know the past uses of the *property*?
- b) Do you know of specific chemicals that are present or once were present at the *property*?
- c) Do you know of spills or other chemical releases that have taken place at the *property*?
- d) Do you know of any environmental cleanups that have taken place at the *property*?

User is unaware of past uses or events occurring on the property of any environmental significance.

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6. **The degree of obviousness of the presence of likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).** As the user of this *ESA*, based on your knowledge and experience related to the *property* are there any *obvious* indicators that point to the presence or likely presence of contamination at the *property*?

User has no knowledge of any indicators that point to any presence of contamination.

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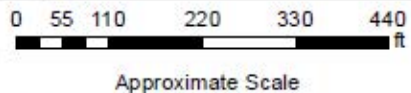
**Subject:** Water Wells on 725-01-018  
**From:** Mike Duffy <mduffy@valleywater.org>  
**Date:** 8/17/17 11:23 AM  
**To:** "'markchallee@gmail.com'" <markchallee@gmail.com>  
**CC:** PublicRecords <PublicRecords@valleywater.org>, Mark Bilski  
<MBilski@valleywater.org>

Mark,

Our records do not show any active water supply wells on the subject property. We do show that one destroyed well exists on the property (see below).



# APN 72501018



### SCVWD Wells

- ◆ Water Supply - Active
- ◆ Destroyed

Santa Clara Valley Water District (District) records indicate that 1 properly destroyed well is located on the subject property. Because the well is considered properly destroyed, no action is necessary to protect them or to bring them into compliance with the District Well Ordinance.

While the District has records for most wells located in the County, it is always possible that a well exists that is not in the District's records. If previously unknown wells are found on the subject property during development, they must be properly destroyed under permit from the District or registered with the District and protected from damage.

For more information, please call the District's Well Ordinance Program Hotline at 408-630-2660.



**MICHAEL J. DUFFY, P.G.**  
WELLS AND WATER MEASUREMENT MANAGER  
Wells and Water Measurement Unit  
Santa Clara Valley Water District  
(408) 630-2743 Office  
(831) 239-8471 Cell  
[mduffy@valleywater.org](mailto:mduffy@valleywater.org)

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**From:** Mark Bilski  
**Sent:** Thursday, August 17, 2017 8:25 AM  
**To:** Mike Duffy <[mduffy@valleywater.org](mailto:mduffy@valleywater.org)>  
**Cc:** PublicRecords <[PublicRecords@valleywater.org](mailto:PublicRecords@valleywater.org)>  
**Subject:** FW: Wate Well Records (RfPR #2017-3637) research

Hi Mike,

We received the below records request for well records. Let me know if you have anything responsive.

Thank you,



**MARK BILSKI**  
STAFF ANALYST  
Records & Library Services Unit  
Administrative Services  
Santa Clara Valley Water District  
5750 Almaden Expressway, San Jose CA 95118  
Office: (408) 630-2830 | Hotline: (408) 630-2360  
[MBilski@valleywater.org](mailto:MBilski@valleywater.org)  
[PublicRecords@valleywater.org](mailto:PublicRecords@valleywater.org)  
[www.valleywater.org](http://www.valleywater.org)

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**From:** Mark Hallee [<mailto:markchallee@gmail.com>]  
**Sent:** Wednesday, August 16, 2017 2:07 PM  
**To:** PublicRecords <[PublicRecords@valleywater.org](mailto:PublicRecords@valleywater.org)>  
**Subject:** Wate Well Records

Hello,

I am doing a Phase I Environmental Assessment at a vacant parcel (former farmland) in Morgan Hill and would like to know if you have any records of water wells on that parcel. If so, what is the current status of the well and who is the owner.

The site APN is 725-01-018, 5.8 acres.

Thanks.

Mark Hallee  
Sr. Geologist  
Geologica, Inc.  
5 Third Street, Ste 808

San Francisco, CA, 94103  
[markchallee@gmail.com](mailto:markchallee@gmail.com)  
702-469-9497 (cell)





# **Environmental Lien & AUL Search Report**

**79-52516-47**

**725-01-018  
SANTA CLARA COUNTY, CA**

**AFX Order #79-52516-47**

**08/10/2017**

**AFX Research, LLC**

211B Tank Farm Rd San Luis Obispo, CA 93401  
(877) 848-5337 / [www.afxllc.com](http://www.afxllc.com)

# ENVIRONMENTAL LIEN REPORT

79-52516-47

The AFX Lien Search Report is intended to assist in the search for environmental liens filed in land title records.

## **TARGET PROPERTY INFORMATION**

### **ADDRESS**

MONTEREY RD  
MORGAN HILL, CA

### **RESEARCH SOURCE**

Source 1: SANTA CLARA COUNTY RECORDER OF DEEDS

Source 2: CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

Source 3: UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

### **DEED INFORMATION**

Type of Instrument: GRANT DEED

Grantor: WALTER SORG AND IRENE SORG, TRUSTEES FOR THE WALTER SORG FAMILY TRUST DATED FEBRUARY 07, 1975

Grantee: LUCKYSHING LLC

Deed Dated: 10/10/2000

Deed Recorded: 10/17/2000

Instrument: 15424602

### **LEGAL DESCRIPTION**

Assessor's Parcel Number (s): 725-01-018

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**AFX Research, LLC**

211B Tank Farm Rd San Luis Obispo, CA 93402  
(877) 848-5337 Fax: (800) 201-0620

# ENVIRONMENTAL LIEN REPORT

79-52516-47

## ENVIRONMENTAL LIEN

Environmental Lien:  Found  
 Not Found

If Found Describe:

## OTHER ACTIVITY AND USE LIMITATIONS (AULs)

Other AULs:  Found  
 Not Found

If Found Describe:

**Thank you for your order!**

**Please contact our office at (877) 848-5337 with any questions.**

The AFX Research, LLC Environmental Lien & AUL Search Report, provides results from available current land title records for environmental cleanup liens and other activities and use limitations, such as engineering and institutional controls.

A network of trained, professional researchers, following established industry protocols, use client supplied property information to search for:

- Parcel information and / or legal description
- Ownership information
- Official land title documents recorded at jurisdictional agencies such as recorder's' office, registries of deeds, county clerks' offices, etc.
- Access a copy of the deed
- Environmental encumbrance(s) associate with the deed
- Provide a copy of any environmental encumbrance(s) based upon a review of keywords in the instrument(s) (title, parties involved and description)
- Provide a copy of the deed or cite documents reviewed

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**AFX Research, LLC**

211B Tank Farm Rd San Luis Obispo, CA 93402  
(877) 848-5337 Fax: (800) 201-0620

# ENVIRONMENTAL LIEN REPORT

79-52516-47

## **-Disclaimer-**

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**AFX Research, LLC**

211B Tank Farm Rd San Luis Obispo, CA 93402  
(877) 848-5337 Fax: (800) 201-0620

## Assessor's Parcel Number (APN): 725-01-018

**Situs Address (es) :** MONTEREY RD MORGAN HILL 95037-0000

**Mailing Address:** 950 S 3RD ST SAN JOSE CA 95112-5839

### Current Information Assessed Value

#### PROPERTY INFORMATION

[Print](#)

Document No: 15424602 Document Type: GRANT DEED

Transfer Date: 10/17/2000 Tax Default Date: N/A

#### TAX RATE AREA INFORMATION 004-011

city: morgan hill  
 unified school: morgan hill  
 comm. college: gabilan jt(35,43)  
 resource consv.: loma prieta soil  
 air quality mgmt.: bay area jt(1,7,21,28,38,41,43,48,49)  
 redevelopment: morgan hill-ojo de agua community  
 county service: area no. 01 (library services), benefit assessment  
 county service: area no. 01 (library services)  
 county water: santa clara valley  
 county water: santa clara valley-zone e-1  
 county water: santa clara valley-zone w-3  
 water-misc.: santa clara county importation

#### VALUE INFORMATION (Assessed Information as of 6/30/2017)

Real Property		Business		Exemptions		Net Assessed Value
Land:	\$1,400,000	Fixtures:	\$0	Homeowner:	\$0	
Improvements:	\$0	Structure:	\$0	Other:	\$0	
		Personal Property:	\$0			
<b>Total:</b>	<b>\$1,400,000</b>	<b>Total:</b>	<b>\$0</b>	<b>Total:</b>	<b>\$0</b>	<b>\$1,400,000</b>

DISCLAIMER: This service has been provided to allow easy access and a visual display of County information. A reasonable effort has been made to ensure the accuracy of the data provided; nevertheless, some information may be out of date or may not be accurate. The County of Santa Clara assumes no responsibility arising from use of this information. ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Do not make any business decisions based on this data before validating the data. [Revenue and Taxation Code Section 408.3(c)]

### 2017 Assessed Value

#### PROPERTY INFORMATION

Document No: 15424602 Document Type: GRANT DEED

Transfer Date: 10/17/2000 Tax Default Date: N/A

**TAX RATE AREA INFORMATION 004-011**

city: morgan hill  
 unified school: morgan hill  
 comm. college: gabilan jt(35,43)  
 resource consv.: loma prieta soil  
 air quality mgmt.: bay area jt(1,7,21,28,38,41,43,48,49)  
 redevelopment: morgan hill-ojo de agua community  
 county service: area no. 01 (library services), benefit assessment  
 county service: area no. 01 (library services)  
 county water: santa clara valley  
 county water: santa clara valley-zone e-1  
 county water: santa clara valley-zone w-3  
 water-misc.: santa clara county importation

**VALUE INFORMATION (Assessed Information as of 6/30/2017)**

Real Property		Business		Exemptions		Net Assessed Value
Land:	\$1,400,000	Fixtures:	\$0	Homeowner:	\$0	
Improvements:	\$0	Structure:	\$0	Other:	\$0	
		Personal Property:	\$0			
Total:	\$1,400,000	Total:	\$0	Total:	\$0	\$1,400,000

DISCLAIMER: This service has been provided to allow easy access and a visual display of County information. A reasonable effort has been made to ensure the accuracy of the data provided; nevertheless, some information may be out of date or may not be accurate. The County of Santa Clara assumes no responsibility arising from use of this information. ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Do not make any business decisions based on this data before validating the data. [Revenue and Taxation Code Section 408.3(c)]

**2016 Assessed Value****PROPERTY INFORMATION**

Document No: 15424602 Document Type: GRANT DEED  
 Transfer Date: 10/17/2000 Tax Default Date: N/A

**TAX RATE AREA INFORMATION 004-011**

city: morgan hill  
 city: morgan hill  
 unified school: morgan hill  
 unified school: morgan hill  
 comm. college: gabilan jt(35,43)  
 comm. college: gabilan jt(35,43)

resource consv.: loma prieta soil  
 resource consv.: loma prieta soil  
 air quality mgmt.: bay area jt(1,7,21,28,38,41,43,48,49)  
 air quality mgmt.: bay area jt(1,7,21,28,38,41,43,48,49)  
 redevelopment: morgan hill-ojo de agua community  
 redevelopment: morgan hill-ojo de agua community  
 county service: area no. 01 (library services), benefit assessment  
 county service: area no. 01 (library services), benefit assessment  
 county service: area no. 01 (library services)  
 county service: area no. 01 (library services)  
 county water: santa clara valley  
 county water: santa clara valley  
 county water: santa clara valley-zone e-1  
 county water: santa clara valley-zone e-1  
 county water: santa clara valley-zone w-3  
 county water: santa clara valley-zone w-3  
 water-misc.: santa clara county importation  
 water-misc.: santa clara county importation

#### VALUE INFORMATION (Assessed Information as of 6/30/2016)

Real Property		Business		Exemptions		Net Assessed Value
Land:	\$1,300,000	Fixtures:	\$0	Homeowner:	\$0	
Improvements:	\$0	Structure:	\$0	Other:	\$0	
		Personal Property:	\$0			
Total:	\$1,300,000	Total:	\$0	Total:	\$0	\$1,300,000

DISCLAIMER: This service has been provided to allow easy access and a visual display of County information. A reasonable effort has been made to ensure the accuracy of the data provided; nevertheless, some information may be out of date or may not be accurate. The County of Santa Clara assumes no responsibility arising from use of this information. ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Do not make any business decisions based on this data before validating the data. [Revenue and Taxation Code Section 408.3(c)]

## 2015 Assessed Value

### PROPERTY INFORMATION

Document No: 15424602 Document Type: GRANT DEED  
 Transfer Date: 10/17/2000 Tax Default Date: N/A

### TAX RATE AREA INFORMATION 004-011

city: morgan hill  
 city: morgan hill  
 unified school: morgan hill



unified school: morgan hill  
 comm. college: gavilan jt(35,43)  
 comm. college: gavilan jt(35,43)  
 resource consv.: loma prieta soil  
 resource consv.: loma prieta soil  
 air quality mgmt.:bay area jt(1,7,21,28,38,41,43,48,49,57)  
 air quality mgmt.:bay area jt(1,7,21,28,38,41,43,48,49,57)  
 redevelopment: morgan hill-ojo de agua community  
 redevelopment: morgan hill-ojo de agua community  
 county service: area no. 01 (library services), benefit assessment  
 county service: area no. 01 (library services), benefit assessment  
 county service: area no. 01 (library services)  
 county service: area no. 01 (library services)  
 county water: santa clara valley  
 county water: santa clara valley  
 county water: santa clara valley-zone e-1  
 county water: santa clara valley-zone e-1  
 county water: santa clara valley-zone w-3  
 county water: santa clara valley-zone w-3  
 water-misc.: santa clara county importation  
 water-misc.: santa clara county importation

**VALUE INFORMATION (Assessed Information as of 6/30/2015)**

<b>Real Property</b>		<b>Business</b>		<b>Exemptions</b>		<b>Net Assessed Value</b>
Land:	\$1,325,000	Fixtures:	\$0	Homeowner:	\$0	
Improvements:	\$0	Structure:	\$0	Other:	\$0	
		Personal Property:	\$0			
<b>Total:</b>	<b>\$1,325,000</b>	<b>Total:</b>	<b>\$0</b>	<b>Total:</b>	<b>\$0</b>	<b>\$1,325,000</b>

DISCLAIMER: This service has been provided to allow easy access and a visual display of County information. A reasonable effort has been made to ensure the accuracy of the data provided; nevertheless, some information may be out of date or may not be accurate. The County of Santa Clara assumes no responsibility arising from use of this information. ASSOCIATED DATA ARE PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including but not limited to, the implied warranties of merchantability and fitness for a particular purpose. Do not make any business decisions based on this data before validating the data. [Revenue and Taxation Code Section 408.3(c)]



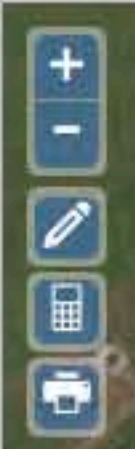
Enter keywords...

Home 6 sites found

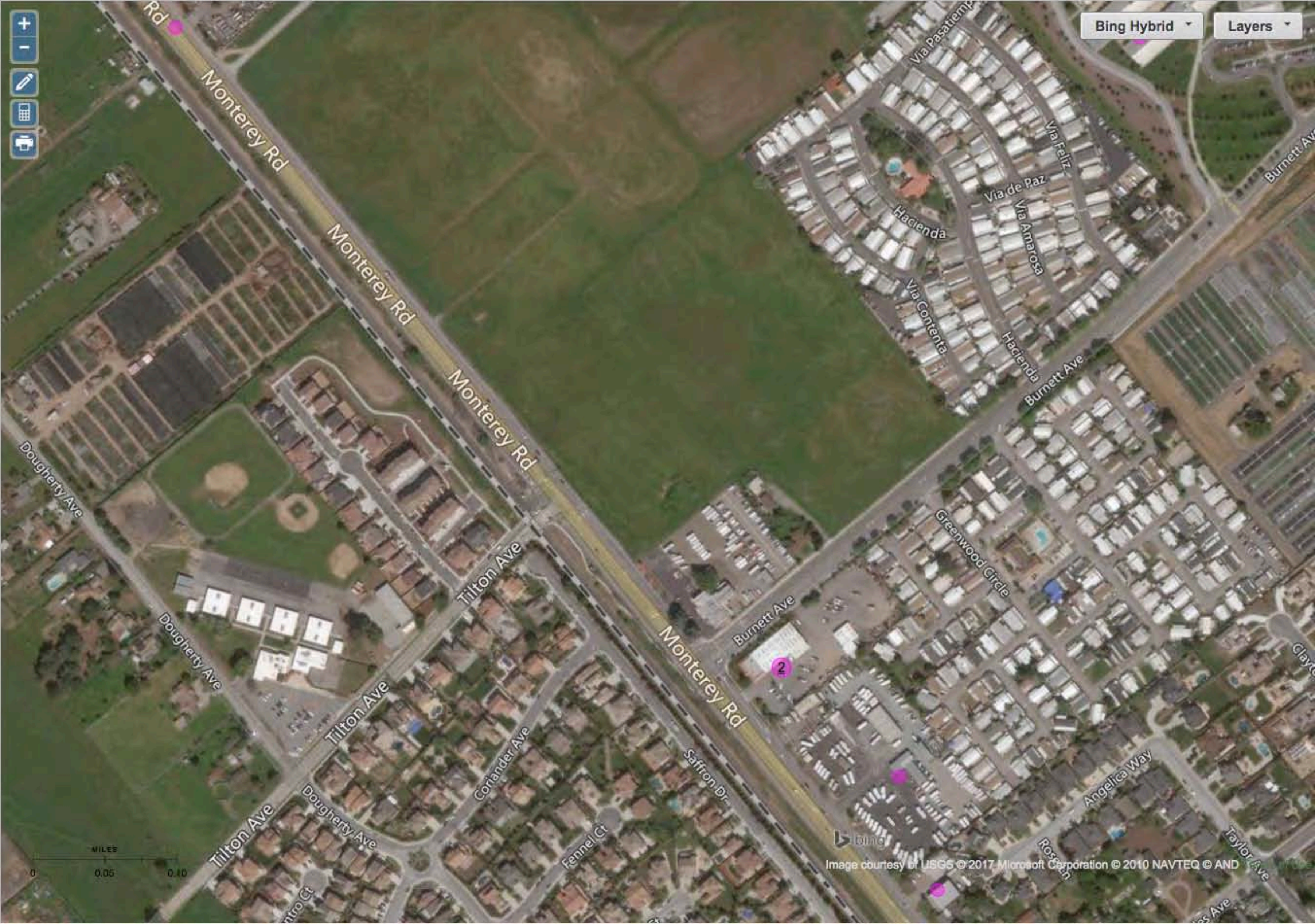
Results Filter Export Legend

Show sites with no location

- SUPERIOR AUTOMOTIVE & RADIATOR SERV
- FAMILY ADVENTURES RV INC
- Cochrane Plaza Chevrolet
- IRISH CONSTRUCTION
- ANN SOBRATO HIGH SCHOOL
- MORGAN HILL UNIF SCHOOL DISTRICT



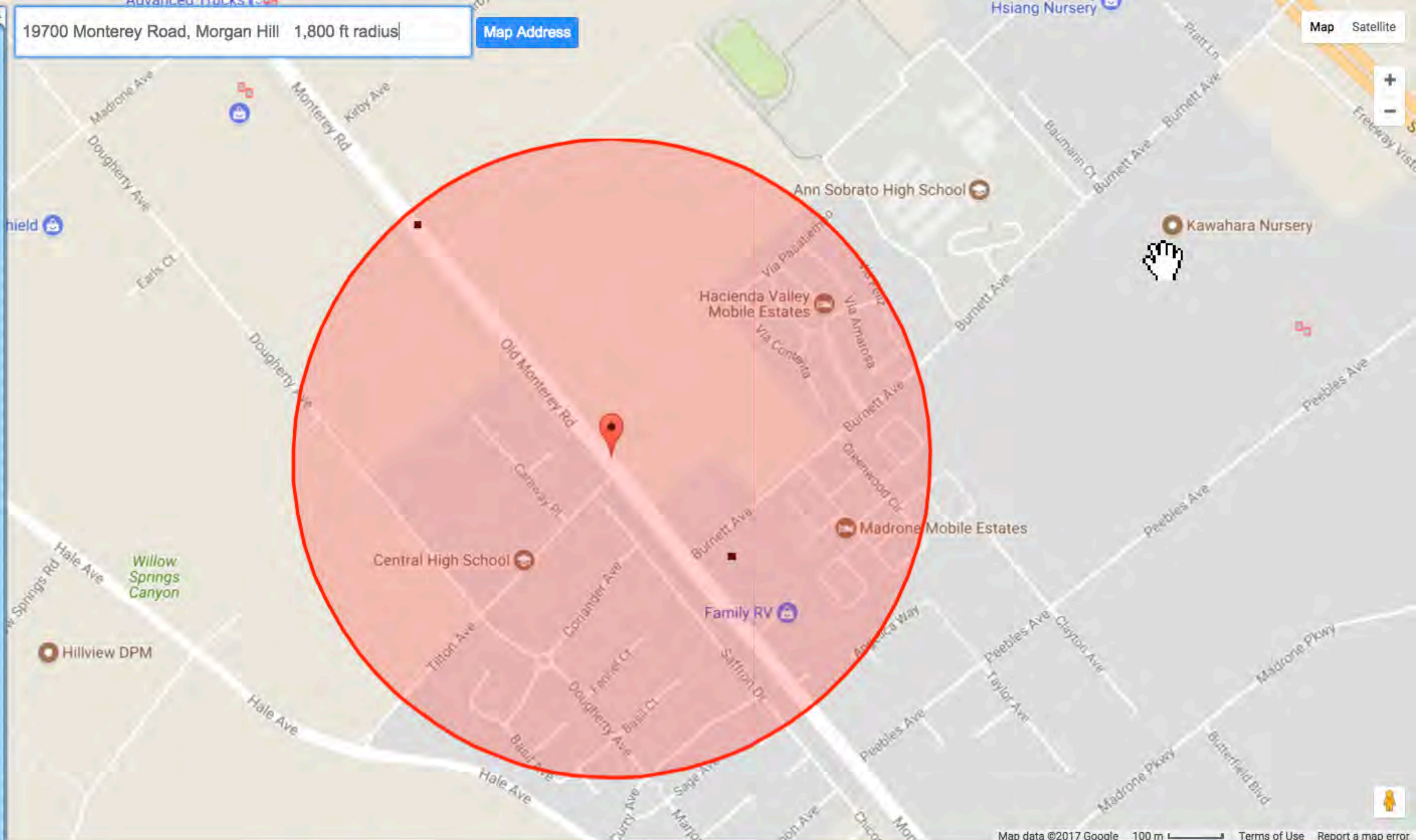
Bing Hybrid Layers



0 0.05 0.10 MILES



- Sites and Facilities**
- Cleanup Sites
    - LUST Cleanup Sites
    - Cleanup Program Sites
    - Military Cleanup Sites
    - DTSC Cleanup Sites
  - Permitted Facilities
    - Waste Discharge Requirements (WDR) Sites
    - Permitted USTs - [INFO](#)
    - DTSC Hazardous Waste Sites
  - Land Disposal Sites
    - Burn Dump
    - Compost Facility
    - Illegal Disposal Site
    - Other
    - Pre-Title 27 - CAI
    - Title 27 - Land Treatment Unit
    - Title 27 - Mining Unit
    - Title 27 - Municipal Solid Waste Landfill
    - Title 27 - Non-Municipal Solid Waste Landfill
    - Title 27 - Surface Impoundment
    - Title 27 - Waste Pile
    - Unknown
  - Irrigated Lands Regulatory Program Sites
    - Oil / Gas Sites
      - Other Oil and Gas Projects
      - Produced Water Ponds
      - Underground Injection Control (UIC)
      - Well Stimulation Project - Exclusion
      - Well Stimulation Project - Groundwater Monitoring Plan
      - Well Stimulation Projects - Property Owner Sampling



**SITES FOUND IN SEARCH RADIUS**

2 SITES LISTED

[EXPORT THIS LIST TO EXCEL](#)

SITE NAME	GLOBAL ID	STATUS	ADDRESS	CITY
<input checked="" type="checkbox"/> COCHRANE PLAZA CHEVROLET	T0608502025	COMPLETED - CASE CLOSED	19490 MONTEREY RD	UNINCORPORATED
<input checked="" type="checkbox"/> MORGAN HILL UNIF SCHOOL DISTRICT	T0608598193	COMPLETED - CASE CLOSED	11230 MONTEREY ROAD	MORGAN HILL



## CLEANUP SITES

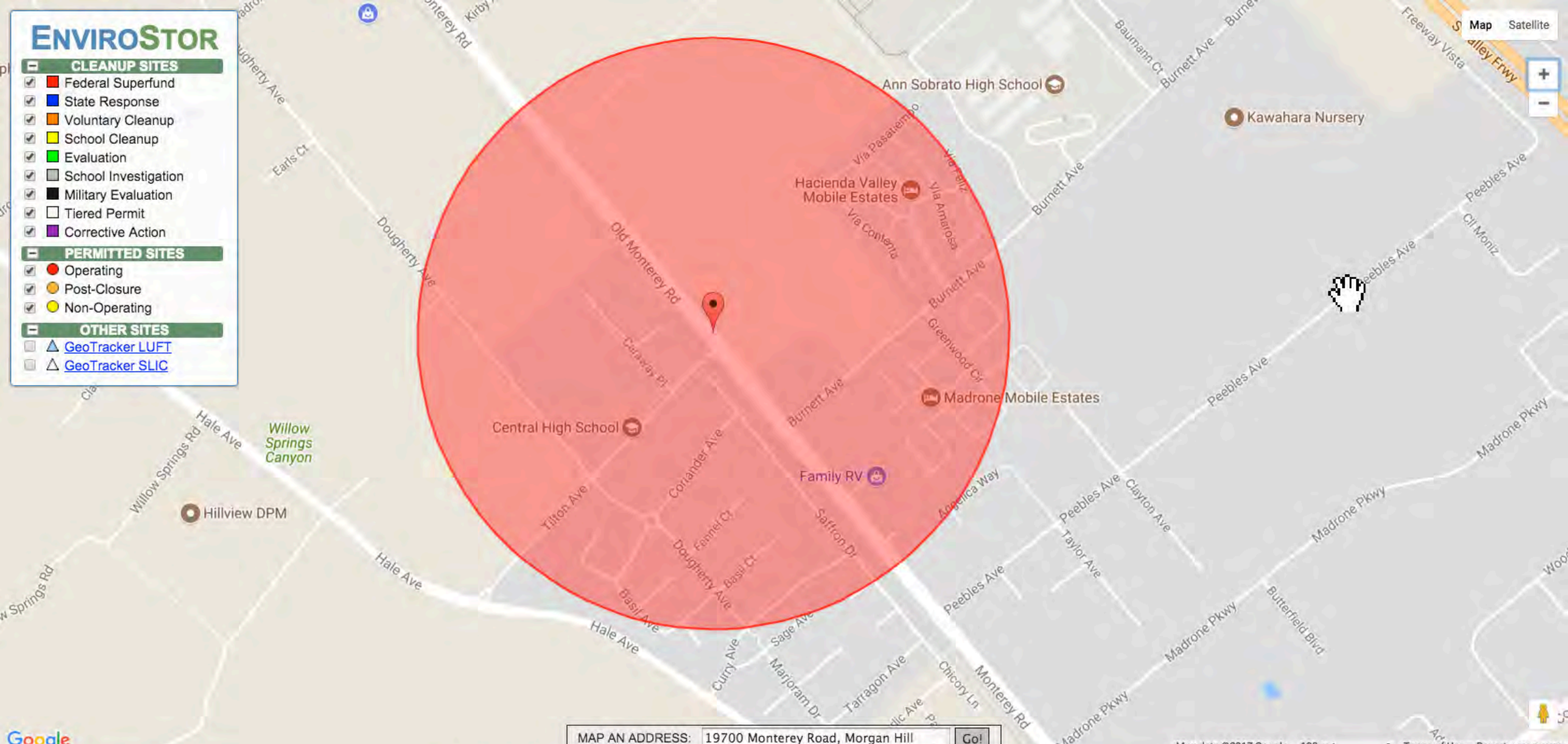
- Federal Superfund
- State Response
- Voluntary Cleanup
- School Cleanup
- Evaluation
- School Investigation
- Military Evaluation
- Tiered Permit
- Corrective Action

## PERMITTED SITES

- Operating
- Post-Closure
- Non-Operating

## OTHER SITES

- GeoTracker LUFT
- GeoTracker SLIC



MAP AN ADDRESS:

SHOW SITES WITHIN  FEET OF THE FOLLOWING ADDRESS:

SITES FOUND IN SEARCH RADIUS					0 SITES LISTED	<a href="#" style="color: white; text-decoration: none;">EXPORT THIS LIST TO EXCEL</a>
PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY		
No sites found in search radius.						





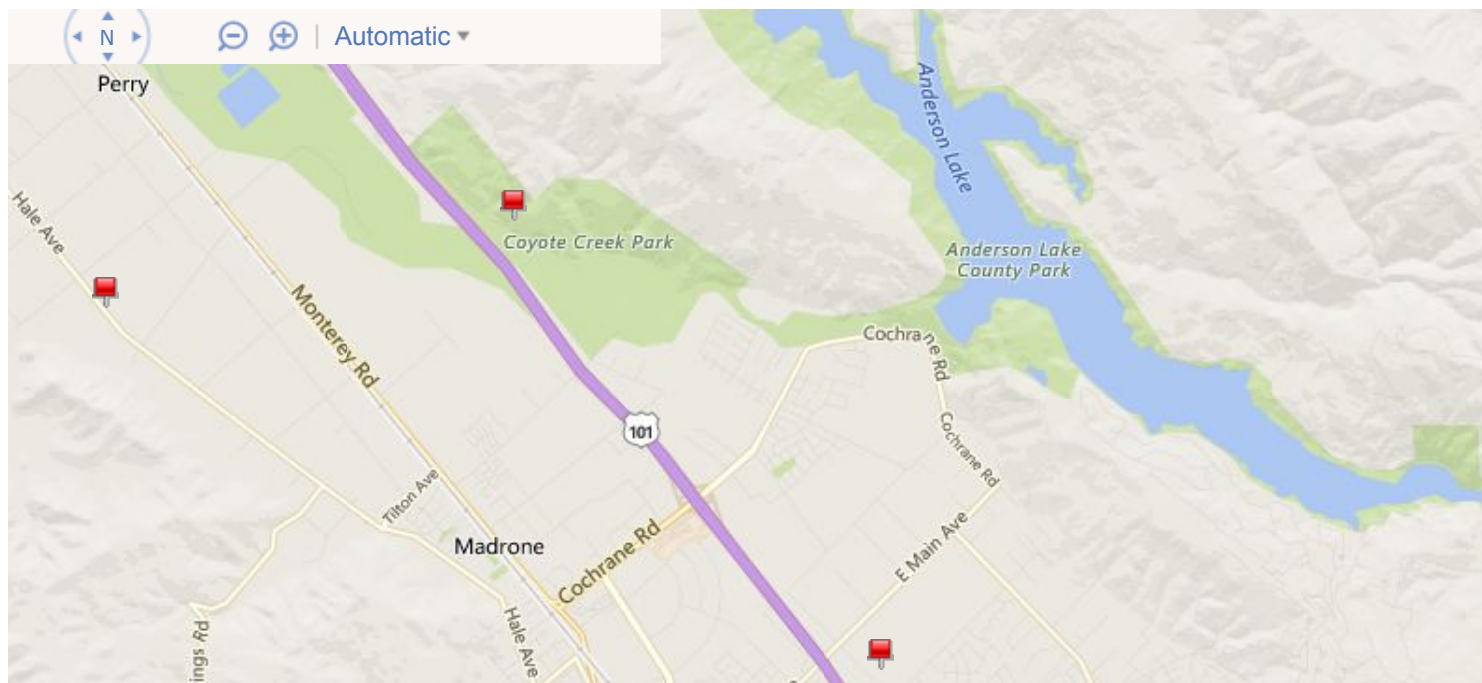
## Solid Waste Information System (SWIS) Facility/Site Listing

[Search New Facility](#)
[View Map](#)

 SWIS Sites in *Santa Clara County*

SWIS NUMBER	NAME	UNIT	ACTIVITY	REGULATORY STATUS	OPERATIONAL STATUS
<a href="#">43-AA-0003</a>	Recology San Martin Transfer Station	01	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AA-0004</a>	Recology Pacheco Pass	01	Solid Waste Landfill	Permitted	Closed
		02	ACW Disposal Site	Permitted	Absorbed
		03	Inert Waste Disposal Site	Permitted	Absorbed
<a href="#">43-AA-0005</a>	NAS Moffett Field Closed Landfills	01	Solid Waste Disposal Site	Permitted	Closed
<a href="#">43-AA-0006</a>	Shoreline Regional SLF/Mountain View SLF	01	Solid Waste Disposal Site	Unpermitted	Closed
<a href="#">43-AA-0007</a>	City Of Sunnyvale Landfill	01	Solid Waste Disposal Site	Permitted	Closed
<a href="#">43-AA-0009</a>	Sunnyvale MRF & Transfer Station	01	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AA-0015</a>	Z-Best Composting Facility	01	Composting Facility (Mixed)	Permitted	Active
		03	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AA-0017</a>	South Valley Organic Composting Facility	01	Composting Facility (Mixed)	Permitted	Active
		03	Composting Operation (Research)	Notification	Active
<a href="#">43-AA-0021</a>	Pacific Coast Recycling	01	Medium Volume Transfer/Proc Fac	Permitted	Active
<a href="#">43-AA-0022</a>	Global Mushrooms Farm	01	Composting Operation (Ag)	Notification	Active
<a href="#">43-AA-0023</a>	Monterey Mushrooms - Morgan Hill	01	Composting Operation (Ag)	Notification	Active
<a href="#">43-AA-0024</a>	Royal Oaks Mushrooms	01	Composting Operation (Ag)	Notification	Active
<a href="#">43-AA-0026</a>	South Valley Mushroom Farm	01	Composting Operation (Ag)	Notification	Active
<a href="#">43-AA-0027</a>	B and D Mushrooms, Inc.	01	Composting Operation (Ag)	Notification	Active
<a href="#">43-AA-0028</a>	Countryside Mushrooms, Inc.	01	Composting Operation (Ag)	Notification	Active
<a href="#">43-AA-0029</a>	PSSI Ag. Material Storage / Handling Op.	02	Composting Operation (Ag)	Notification	Active
<a href="#">43-AA-0032</a>	Peninsula Sanitary Services Direct TF	01	Direct Transfer Facility	Permitted	Active
<a href="#">43-AA-0033</a>	Del Toro Wood Grinding	01	Chipping and Grinding Activity Fac./ Op.	Notification	Active
<a href="#">43-AA-0034</a>	Pacheco Pass Transfer Station	01	Large Volume Transfer/Proc Facility	Surrendered	Closed
<a href="#">43-AA-0035</a>	Recology Pacheco Pass Wood Processing	01	Medium Vol CDI Debris Proc. Fac.	Permitted	Active
<a href="#">43-AA-0036</a>	Urban Organics Research Composting Op.	01	Composting Operation (Research)	Notification	Closed
<a href="#">43-AA-0037</a>	Mission Trail Food Material Transfer Op.	01	Medium Volume Transfer/Proc Fac	Permitted	Active
<a href="#">43-AA-0039</a>	City of Sunnyvale Landfill TreatmentUnit	03	Treatment Unit (in situ)	Exempt	Active
<a href="#">43-AM-0001</a>	City of Palo Alto Refuse Disposal Site	01	Solid Waste Landfill	Permitted	Closed
		03	Composting Facility (Green Waste)	Permitted	Closed
<a href="#">43-AN-0001</a>	Zanker Material Processing Facility	01	Solid Waste Landfill	Permitted	Active
		02	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AN-0003</a>	Newby Island Sanitary Landfill	01	Solid Waste Landfill	Permitted	Active
<a href="#">43-AN-0004</a>	Marshland Solid Waste Facility	01	Solid Waste Disposal Site	Unpermitted	Closed
<a href="#">43-AN-0005</a>	Nine Par Landfill	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-AN-0006</a>	Singleton Rd DS/San Jose Municipal DS	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-AN-0007</a>	Zanker Road Class III Landfill	01	Solid Waste Landfill	Permitted	Closing
		02	Large Volume Transfer/Proc Facility	Permitted	Active
		03	Composting Facility (Green Waste)	Permitted	Active
<a href="#">43-AN-0008</a>	Kirby Canyon Recycl.& Disp. Facility	01	Solid Waste Landfill	Permitted	Active
<a href="#">43-AN-0009</a>	Roberts Avenue Landfill	01	Solid Waste Disposal Site	Unpermitted	Closed

<a href="#">43-AN-0010</a>	Martin Park Landfill	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-AN-0011</a>	Hellyer Park Landfill	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-AN-0012</a>	Story Road Landfill	01	Solid Waste Disposal Site	Unpermitted	Closed
<a href="#">43-AN-0014</a>	BFI Newby Island Recyclery	01	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AN-0015</a>	Guadalupe Sanitary Landfill	01	Solid Waste Landfill	Permitted	Active
		02	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AN-0017</a>	Newby Island Compost Facility	01	Composting Facility (Green Waste)	Permitted	Active
<a href="#">43-AN-0019</a>	Greenwaste Recovery Facility	01	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AN-0021</a>	Syntax Court D.S.	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-AN-0023</a>	Premier Recycling Facility	01	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AN-0024</a>	California Waste Solutions, Inc. (CWS)	01	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-AN-0025</a>	Rogers Avenue Transfer Station	01	Medium Volume Transfer/Proc Fac	Permitted	Active
<a href="#">43-AN-0027</a>	Watson Park Disposal Site	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-AN-0028</a>	Valley Recycling	01	Medium Vol CDI Debris Proc. Fac.	Permitted	Active
<a href="#">43-AN-0029</a>	Beck's Property and Tree Service	01	Chipping and Grinding Activity Fac./ Op.	Notification	Closed
<a href="#">43-AN-0030</a>	Green Earth Management, LLC	01	Chipping and Grinding Activity Fac./ Op.	Notification	Active
<a href="#">43-AN-0032</a>	ECO Box Recycling, Inc.	01	Small Vol CDI Debris Proc. Operation	Notification	Absorbed
		02	Medium Vol CDI Debris Proc. Fac.	Permitted	Active
<a href="#">43-AN-0033</a>	Zero Waste to Energy Development Co. AD	01	Composting Facility (Other)	Permitted	Active
<a href="#">43-AN-0034</a>	Valley Recycling 2	01	Medium Vol CDI Debris Proc. Fac.	Proposed	Planned
<a href="#">43-AN-0038</a>	Lam Hauling Inc. Chipping and Grinding	01	Chipping and Grinding Activity Fac./ Op.	Notification	Active
<a href="#">43-AN-0039</a>	Lam Hauling Inc. Small Volume C&D	01	Small Vol CDI Debris Proc. Operation	Notification	Active
<a href="#">43-AN-0040</a>	Lam Hauling Inc. Inert Debris Type A	01	Inert Debris Type A Proc. Operation	Notification	Active
<a href="#">43-AO-0001</a>	All Purpose Landfill	01	Solid Waste Disposal Site	Permitted	Closed
<a href="#">43-AO-0002</a>	Mission Trail Transfer Station	01	Large Volume Transfer/Proc Facility	Permitted	Active
<a href="#">43-CR-0001</a>	West Valley Closed Landfill/Campisi Site	01	Solid Waste Disposal Site	To Be Determined	Closed
<a href="#">43-CR-0003</a>	Madrone Closed Landfill Site	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-CR-0004</a>	City Of Gilroy (Closed Landfill)	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-CR-0005</a>	San Martin Closed Landfill Site	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-CR-0006</a>	Santos Landfill	01	Solid Waste Disposal Site	Pre-regulations	Closed
<a href="#">43-CR-0008</a>	Sainte Claire Landfill	01	Solid Waste Disposal Site	Unpermitted	Closed
<a href="#">43-CR-0010</a>	Route 237 Lincoln Technology Park	01	Solid Waste Disposal Site	Pre-regulations	Closed





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Last updated: Data updated continuously.  
Solid Waste Information System(SWIS), <http://www.CalRecycle.ca.gov/SWFacilities/Directory/>  
Cody Oquendo, [Cody.Oquendo@CalRecycle.ca.gov](mailto:Cody.Oquendo@CalRecycle.ca.gov) (916) 341-6719

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**Subject:** RE: CalRecycle Public Records Act Requests  
**From:** "Egli, Ryan@CalRecycle" <Ryan.Egli@calrecycle.ca.gov>  
**Date:** 8/18/17 1:18 PM  
**To:** 'Mark Hallee' <markchallee@gmail.com>

Hi Mark,

CalRecycle is the home of California's recycling and waste reduction efforts. Officially known as the Department of Resources Recycling and Recovery, CalRecycle is a department within the California Environmental Protection Agency and administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling.

CalRecycle has received your request for information regarding the following property;

19700 Monterey Rd, Morgan Hill 95037

CalRecycle, in conjunction with local agencies, is responsible for promoting waste management practices aimed at reducing the amount of waste that is disposed in landfills. CalRecycle administers various programs which promote waste reduction and recycling, with particular programs for tires, used oil, beverage containers, and electronics. CalRecycle also regulates landfills through a permitting, inspection, and enforcement program that is mainly enforced by local enforcement agencies that are certified by CalRecycle. In addition, CalRecycle oversees the cleanup of abandoned solid waste sites.

CalRecycle regulates nonhazardous (solid) waste facilities. CalRecycle did not begin collecting data on landfills until mid-1974 and did not actually begin regulating landfills until 1977 or 1978 therefore we may not have all historical information on any given site. CalRecycle maintains records on solid waste facilities in discrete facility permit files.

The Department of Toxic Substances Control (DTSC) would handle issues related to hazardous materials storage and hazardous releases. The State Water Resources Control Board (SWRCB) and the Regional Water Boards under the SWRCB would handle groundwater issues arising from such contamination. Both of these agencies are under the California Environmental Protection Agency. If you want to contact the environmental agencies under the California Environmental Protection Agency, here is a link to that contact information and guidelines for submitting Public Records Act requests to them: <http://www.calepa.ca.gov/ContactUs/RecordsAct.htm>

We have checked the listings by address and do not have any facility files regarding the above.

You may also want to contact the LEA in Santa Clara county: <http://www.calrecycle.ca.gov/LEA/Directory/default.asp>

Thank you,

Ryan Egli, Public Records  
Department of Resources Recycling and Recovery (CalRecycle)  
1001 I Street -- MS-24B  
Post Office Box 4025  
Sacramento, California 95812-4025  
Phone: 916/341-6072  
Fax: 916/319-7387

-----Original Message-----

From: CalRecycle Webmaster

Sent: Wednesday, August 09, 2017 9:42 AM

To: Public Records Requests <[PubRecReq@CalRecycle.ca.gov](mailto:PubRecReq@CalRecycle.ca.gov)>

Subject: CalRecycle Public Records Act Requests

RecordsDesired: APN 725-01-018 located near  
19700 Monterey Rd, Morgan Hill 95037

Name: Mark Hallee

Email: [markchallee@gmail.com](mailto:markchallee@gmail.com)

Phone: 9168775292

B1: Submit



**Matthew Rodriguez**  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

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Barbara A. Lee, Director  
700 Heinz Avenue  
Berkeley, California 94710-2721



**Edmund G. Brown Jr.**  
Governor

August 15, 2017

Mark Hallee  
Geologica  
5 Third St., Ste. 808  
San Francisco, CA 94103

**PR2-080917-01**

**19700 Monterey Rd., Morgan Hill, CA**

Dear Mr. Hallee:

We have received your Public Records Act Request for records from the Department of Toxic Substances Control. After a thorough review of our files we have found that no such records exist at this office pertaining to the site/facility referenced above.

We would like to inform you about Envirostor, a database that provides information and documents on over 5,000 DTSC cleanup sites. EnviroStor can be accessed at: <http://www.envirostor.dtsc.ca.gov/public>. Also, a computer is available in the Central Files of each DTSC Regional Office for use by community members to view EnviroStor.

If you have any questions, would like further information regarding your request or would like an appointment to visit Berkeley's Central Files, please contact me at (510)540-3800.

Sincerely,

**Carl Rose**

Regional Central Files Coordinator  
Tel: 510-540-3800 / Fax: 510-540-3801  
[Berkeleyfileroom@DTSC.CA.GOV](mailto:Berkeleyfileroom@DTSC.CA.GOV)



NOTICE: On April 1, 2014, the DEH will no longer be updating the LUSTOP website (electronic case files for fuel leak cases) and will not require a separate submittal to LUSTOP for reports. We will continue to maintain the historical documentation for each case file.

All correspondence and reports after April 1, 2014 should be submitted to and can be found on Geotracker at (<http://geotracker.waterboards.ca.gov/>)

Please contact us at [Lustop@deh.sccgov.org](mailto:Lustop@deh.sccgov.org) if you have any questions or comments.

Local Oversight Program  
Public Record Document Search

Select a field and enter your search terms. Click Search to begin:

Tip Use % as a wildcard to broaden your searches.

StreetName      ◆      %Monterey      Search

Document Naming Convention Guide

View Solvent Case Files Online

If you experience difficulty opening PDF files please visit Adobe to download the latest release of Acrobat Reader.

## File Search Results

Number of results: 66

**1. SCVWDID:** 09S3E28F01f **Case:** BP Facility #11224

**Address:** 16995 Monterey Rd Morgan Hill

**Closure Date:**

Link 09S3E28F01f

**2. SCVWDID:** 07S1E21K02f **Case:** Figoni, George Trust

**Address:** 1970 Monterey Rd San Jose

**Closure Date:**

Link 07S1E21K02f

**3. SCVWDID:** 09S3E07K01f **Case:** Hudson Gas Station (former)

**Address:** 10950 Monterey Rd Morgan Hill

**Closure Date:**

Link 09S3E07K01f

**4. SCVWDID:** 07S1E21G02f **Case:** Levin Metals Corporation

**Address:** 1800 Monterey Rd San Jose

**Closure Date:**

Link 07S1E21G02f

**5. SCVWDID:** 09S3E34E01f **Case:** Morgan Hill CDF

**Address:** 15670 Monterey Rd Morgan Hill

**Closure Date:**

Link 09S3E34E01f

**6. SCVWDID:** 09S3E28Q01f **Case:** Sabek Gas Station

**Address:** 16270 Monterey Rd Morgan Hill

**Closure Date:**

Link 09S3E28Q01f

**7. SCVWDID:** 09S3E20J01f **Case:** Shell

**Address:** 17905 Monterey Rd Morgan Hill

**Closure Date:**

Link 09S3E20J01f

**8. SCVWDID:** 09S3E34M01f **Case:** Former White Gasoline

**Address:** Monterey Rd & Watsonville Rd Morgan Hill

**Closure Date:** 02/14/2011

Link 09S3E34M01f

**9. SCVWDID:** 10S3E11C01f **Case:** San Martin Tire

**Address:** 13425 Monterey Hwy Unincorporated

**Closure Date:** 02/18/2015

Link 10S3E11C01f

**10. SCVWDID:** 09S3E28D02f **Case:** Simple Beverages  
**Address:** 17290 Monterey St Morgan Hill  
**Closure Date: 03/11/2010**  
Link 09S3E28D02f

**11. SCVWDID:** 10S4E31F02f **Case:** Marx Chevrolet-Buick  
**Address:** 8655 Monterey St Gilroy  
**Closure Date: 03/20/2013**  
Link 10S4E31F02f

**12. SCVWDID:** 08S2E17G01f **Case:** USA Petroleum #832  
**Address:** 6050 Monterey Hwy San Jose  
**Closure Date: 03/24/2011**  
Link 08S2E17G01f

**13. SCVWDID:** 08S2E07D01f **Case:** Arco #2092  
**Address:** 5498 Monterey Rd San Jose  
**Closure Date: 05/27/2011**  
Link 08S2E07D01f

**14. SCVWDID:** 07S1E21K01f **Case:** Stauffer Chemical Co.  
**Address:** 1931 Monterey Rd San Jose  
**Closure Date: 1/1/1985**  
Link 07S1E21K01f

**15. SCVWDID:** 07S1E35L03f **Case:** Unocal #7384  
**Address:** 4156 Monterey Rd San Jose  
**Closure Date: 1/14/1991**  
Link 07S1E35L03f

**16. SCVWDID:** 07S1E27K01f **Case:** A-1 Rents  
**Address:** 2860 Monterey Rd San Jose  
**Closure Date: 1/15/1991**  
Link 07S1E27K01f

**17. SCVWDID:** 09S3E17E01f **Case:** Cochrane Plaza Chevrolet  
**Address:** 19490 Monterey Rd San Jose  
**Closure Date: 1/15/1998**  
Link 09S3E17E01f

**18. SCVWDID:** 07S1E34A02f **Case:** SCCTA - Capitol Park and Ride  
**Address:** 3400 Monterey Rd San Jose  
**Closure Date: 1/19/2000**  
Link 07S1E34A02f

**19. SCVWDID:** 07S1E21F02f **Case:** San Jose Honda  
**Address:** 1610 Monterey St San Jose  
**Closure Date: 1/22/1997**



Link 07S1E21F02f

**20. SCVWDID:** 07S1W27Q01f **Case:** Harley Davidson Motorcycle  
**Address:** 2921 Monterey Rd San Jose  
**Closure Date:** 1/29/1999  
Link 07S1W27Q01f

**21. SCVWDID:** 08S2E26N02f **Case:** Foster Group Partnership  
**Address:** 9605 Monterey Rd San Martin  
**Closure Date:** 1/5/1995  
Link 08S2E26N02f

**22. SCVWDID:** 09S3E28C01f **Case:** Don Love Auto  
**Address:** 17090 Monterey Hwy Morgan Hill  
**Closure Date:** 1/5/1998  
Link 09S3E28C01f

**23. SCVWDID:** 07S1E21C02f **Case:** Bay Transmissions  
**Address:** 1474 Monterey Hwy San Jose  
**Closure Date:** 10/16/2002  
Link 07S1E21C02f

**24. SCVWDID:** 07S1E21C01f **Case:** Sun Garden Packing Company  
**Address:** 1582 Monterey Rd San Jose  
**Closure Date:** 10/16/2002  
Link 07S1E21C01f

**25. SCVWDID:** 07S1E35L02f **Case:** Exxon #7-4047  
**Address:** 4040 Monterey Rd San Jose  
**Closure Date:** 10/20/1999  
Link 07S1E35L02f

**26. SCVWDID:** 11S4E17C01f **Case:** Chevron #9-6293  
**Address:** 5887 Monterey Rd Gilroy  
**Closure Date:** 10/25/2010  
Link 11S4E17C01f

**27. SCVWDID:** 10S3E03A01f **Case:** Ultramar  
**Address:** 14660 Monterey Ave Morgan Hill  
**Closure Date:** 10/6/2006  
Link 10S3E03A01f

**28. SCVWDID:** 07S1E35L01f **Case:** Valero #3810  
**Address:** 4144 Monterey Road San Jose  
**Closure Date:** 11/01/1999  
Link 07S1E35L01f

**29. SCVWDID:** 08S1E12A01f **Case:** Desert Petroleum  
**Address:** 5350 Monterey Rd San Jose  
**Closure Date:** 11/1/1995

Link 08S1E12A01f

**30. SCVWDID:** 08S1E01Q01f **Case:** Texaco  
**Address:** 5260 Monterey Rd San Jose  
**Closure Date:** 11/12/2008  
Link 08S1E01Q01f

**31. SCVWDID:** 09S3E28D01f **Case:** Millhouse Mall  
**Address:** 17485 Monterey Rd Morgan Hill  
**Closure Date:** 11/18/1998  
Link 09S3E28D01f

**32. SCVWDID:** 09S3E28F05f **Case:** Villa Ciolino  
**Address:** 16873 Monterey Rd Morgan Hill  
**Closure Date:** 11/23/2011  
Link 09S3E28F05f

**33. SCVWDID:** 07S1E27R02f **Case:** Continental Baking  
**Address:** 3051 Monterey Rd San Jose  
**Closure Date:** 11/25/1996  
Link 07S1E27R02f

**34. SCVWDID:** 11S4E06J02f **Case:** Unocal #1422  
**Address:** 7290 Monterey (@ 7th St) St Gilroy  
**Closure Date:** 12/1/1998  
Link 11S4E06J02f

**35. SCVWDID:** 09S3E06P01f **Case:** Bonner Packing Co.  
**Address:** 550 Monterey Rd Unincorporated  
**Closure Date:** 12/14/1990  
Link 09S3E06P01f

**36. SCVWDID:** 09S3E21N01f **Case:** Gunter Brothers  
**Address:** 17620 Monterey Hwy Morgan Hill  
**Closure Date:** 12/15/2014  
Link 09S3E21N01f

**37. SCVWDID:** 09S3E06N0f **Case:** Filice Estate Vineyards  
**Address:** 10270 Monterey Rd San Jose  
**Closure Date:** 12/20/1989  
Link 09S3E06N01f

**38. SCVWDID:** 07S1E35L04f **Case:** Monterey Auto Center  
**Address:** 4238 Monterey Rd San Jose  
**Closure Date:** 12/24/1991  
Link 07S1E35L04f

**39. SCVWDID:** 11S4E06G01f **Case:** Emma Property  
**Address:** 7574 Monterey Rd Gilroy  
**Closure Date:** 12/28/1995

Link 11S4E06G01f

**40. SCVWDID:** 07S1E21F05f **Case:** P&G Investment Company  
**Address:** 1775 Monterey Bldg #64 Hwy San Jose  
**Closure Date:** 12/28/1995  
Link 07S1E21F05f

**41. SCVWDID:** 09S3E33H01f **Case:** Rutherford Property  
**Address:** 15975 Monterey Hwy Morgan Hill  
**Closure Date:** 2/3/1993  
Link 09S3E33H01f

**42. SCVWDID:** 10S4E31L02f **Case:** Shell  
**Address:** 8385 Monterey Rd Gilroy  
**Closure Date:** 2/5/2002  
Link 10S4E31L02f

**43. SCVWDID:** 11S4E06J01f **Case:** Joe & Rita Velasco Property  
**Address:** 7300 Monterey Rd Gilroy  
**Closure Date:** 3/15/1993  
Link 11S4E06J01f

**44. SCVWDID:** 08S2E22P01f **Case:** Klesitz Property  
**Address:** 101 Monterey Rd Unincorporated  
**Closure Date:** 3/18/1996  
Link 08S2E22P01f

**45. SCVWDID:** 07S1E21R01f **Case:** Shell  
**Address:** 2180 Monterey Rd San Jose  
**Closure Date:** 3/2/2000  
Link 07S1E21R01f

**46. SCVWDID:** 07S1E27K02f **Case:** United Rentals  
**Address:** 2860 Monterey Rd San Jose  
**Closure Date:** 3/23/2004  
Link 07S1E27K02f

**47. SCVWDID:** 08S2E36E01f **Case:** Riverside Golf Course  
**Address:** 9770 Monterey Rd Unincorporated  
**Closure Date:** 4/13/2000  
Link 08S2E36E01f

**48. SCVWDID:** 09S3E28F04f **Case:** Don Love Exxon  
**Address:** 16990 Monterey Rd Morgan Hill  
**Closure Date:** 4/29/1994  
Link 09S3E28F04f

**49. SCVWDID:** 07S1E27R01f **Case:** Kayo Oil  
**Address:** 3002 Monterey Rd San Jose  
**Closure Date:** 4/3/1995

Link 07S1E27R01f

**50. SCVWDID:** 08S2E22P02f **Case:** Universal Gas  
**Address:** 8125 Monterey Rd Unincorporated  
**Closure Date:** 4/5/2001  
Link 08S2E22P02f

**51. SCVWDID:** 10S3E03A02f **Case:** Lico Distributing  
**Address:** 14245 Monterey Rd Unincorporated  
**Closure Date:** 5/17/2002  
Link 10S3E03A02f

**52. SCVWDID:** 07S1E35Q01f **Case:** San Jose South Yard  
**Address:** 4420 Monterey Rd San Jose  
**Closure Date:** 5/9/1995  
Link 07S1E35Q01f

**53. SCVWDID:** 10S3E11B01f **Case:** A Foreign Auto  
**Address:** 13075 Monterey Hwy Unincorporated  
**Closure Date:** 6/11/1992  
Link 10S3E11B01f

**54. SCVWDID:** 08S2E21B01f **Case:** Kaufman & Broad-Site #2  
**Address:** 6300 Monterey Hwy San Jose  
**Closure Date:** 6/19/1991  
Link 08S2E21B01f

**55. SCVWDID:** 09S3E28C03f **Case:** Unocal #6169  
**Address:** 17015 Monterey St Morgan Hill  
**Closure Date:** 6/19/2006  
Link 09S3E28C03f

**56. SCVWDID:** 09S3E28F02f **Case:** Unocal #6169  
**Address:** 17015 Monterey St Morgan Hill  
**Closure Date:** 6/27/1996  
Link 09S3E28F02f

**57. SCVWDID:** 09S3E08N01f **Case:** Morgan Hill Unified School District  
**Address:** 11230 Monterey Rd Morgan Hill  
**Closure Date:** 6/30/2005  
Link 09S3E08N01f

**58. SCVWDID:** 08S1E01Q02f **Case:** Shell  
**Address:** 5270 Monterey Rd San Jose  
**Closure Date:** 7/20/2011  
Link 08S1E01Q02f

**59. SCVWDID:** 08S2E16P01f **Case:** Kaufman & Broad-Site #1  
**Address:** 6240 Monterey Hwy San Jose  
**Closure Date:** 7/22/1999

Link 08S2E16P01f

**60. SCVWDID:** 10S3E03H01f **Case:** Lico Distributing  
**Address:** 14245 Monterey Rd Unincorporated  
**Closure Date: 8/20/1991**  
Link 10S3E03H01f

**61. SCVWDID:** 07S1E27R03f **Case:** Rotten Robbie #53  
**Address:** 3090 Monterey Rd San Jose  
**Closure Date: 8/5/2004**  
Link 07S1E27R03f

**62. SCVWDID:** 09S3E20J02f **Case:** Volpi/Gaither Prop.  
**Address:** 17995 Monterey Rd Morgan Hill  
**Closure Date: 8/9/1993**  
Link 09S3E20J02f

**63. SCVWDID:** 09S3E28L01f **Case:** World Oil #52  
**Address:** 16720 Monterey Hwy Morgan Hill  
**Closure Date: 9/10/2015**  
Link 09S3E28L01f

**64. SCVWDID:** 11S4E20B01f **Case:** S. G. Borello & Sons  
**Address:** 4680 Monterey Rd Unincorporated  
**Closure Date: 9/24/1997**  
Link 11S4E20B01f

**65. SCVWDID:** 07S1E35Q02f **Case:** Kilpatrick's Bakery Depot  
**Address:** 4320 Monterey Rd San Jose  
**Closure Date: 9/28/1994**  
Link 07S1E35Q02f

**66. SCVWDID:** 07S1E21C03f **Case:** DiNapoli Property  
**Address:** 1600 Monterey Hwy San Jose  
**Closure Date: 9/5/2001**  
Link 07S1E21C03f

**Subject:** CPRA REQ080917B  
**From:** "Pech, Somira" <Somira.Pech@cep.sccgov.org>  
**Date:** 8/12/17 9:50 AM  
**To:** "MARKCHALLEE@GMAIL.COM" <MARKCHALLEE@GMAIL.COM>

Good morning Mark,

Thank you for your recent record request received on 08/09/2017 for the following address in Morgan Hill:

19700 Monterey Rd

We have no records for this location. However, additional electronic documents may be found on the following websites:

[Local Oversight Program \(LOP\)](#)

[GEOTracker \(GT\)](#)

[Cal EPA Site Portal](#)

-

[Spill Reports Website – California Office of Emergency Services \(Cal OES\):](#)

[https://w3.calema.ca.gov/operational/malhaz.nsf/\\$defaultview](https://w3.calema.ca.gov/operational/malhaz.nsf/$defaultview)

Please be advised that in some cities, other participating agencies may be responsible for maintaining the type of files you requested. This link may be of assistance in determining who will have the documents you are looking for in the future:

[UNIDOCs](#) – Who regulates what in Santa Clara County

Best regards,

***Somira Pech***

Department of Environmental Health  
1555 Berger Drive, Building 2, Suite 300  
San Jose, CA 95112

[www.ehinfo.org](http://www.ehinfo.org)

408-918-3423 Direct Line

408-280-6479 Fax

Email: [somira.pech@deh.sccgov.org](mailto:somira.pech@deh.sccgov.org)

**\*\* LAST business transaction/payment/submittal of the day will be processed at 4:45 pm. Transactions submitted after 4:45 pm will be processed the following business day.**

**“Learn from yesterday, live for today, hope for tomorrow.” By Albert Einstein**

-

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CLEAN RELIABLE WATER

Where Does Your Water Come From?

- Groundwater
  - Groundwater Management
  - Groundwater Supply
  - Groundwater Quality
    - Certified Laboratories
    - Hard Water
    - Nitrate In Groundwater
    - Fuel Leaks And Solvents
      - Perchlorate
  - Groundwater Monitoring
  - Groundwater Studies
  - Free Testing For Well Owners
  - Nitrate Treatment System Rebate Program
- Imported Water
- Reservoirs
- Recycled Water
  - Water Retailers
- Water Conservation
- Water Charges
- Drinking Water Quality
- Water Supply Planning
- Projects

FLOOD PROTECTION

HEALTHY CREEKS AND ECOSYSTEMS PROGRAMS

TECHNICAL INFORMATION

Home > Services > Clean Reliable Water > Where does your water come from > Fuel Leaks and Solvents

# Fuel Leaks and Solvents

## Leaking underground storage tanks

On July 1, 2004, the oversight responsibility for investigations and clean-up of releases from underground storage tanks was transferred from the Santa Clara Valley Water District to the Santa Clara County Department of Environmental Health.

The Department of Environmental Health now maintains the electronic case files. For information and to view former and current fuel leak case data prior to April 1, 2014 please [click here](#). Current information and data for fuel leak sites is available on [GeoTracker](#).

## Solvent and toxic release cases

Solvent and toxic release sites in Santa Clara County are primarily regulated by the following Agencies:

- [San Francisco Bay Regional Water Quality Control Board](#)
  - Case data is available through [Geotracker](#)
- [California Department of Toxic Substances Control](#)
  - Case data is available through [EnviroStor](#)
- [United States Environmental Protection Agency](#)
  - Case data for Superfund sites is available through [EPA](#)
- [Central Coast Regional Water Quality Control Board](#)
  - Case data is available through [Geotracker](#)

The Santa Clara Valley Water District provides peer review to regulatory agencies on hazardous material release cases that pose the greatest threat to groundwater resources.

## View historic solvent case files

Some historic solvent case files are available online. Please note, these files are not maintained by the district. For complete case files, including the most recently submitted reports, contact the regulatory agency overseeing the case. Use the search tool at the bottom of this page to view historic files. If you have questions, please contact George Cook at (408) 630-2964, or send an email to [publicrecords@valleywater.org](mailto:publicrecords@valleywater.org).

Related Information

- [Solvent Stabilizers White Paper](#)
- [Dry Cleaner Study: Potential for Groundwater Contamination](#)

- [Search Tips](#)
- [Document Name Guide](#)

Select a field and enter your search terms. Click Start Search:

StreetName

## DataBase Query Results

### **SOLVENT FILES**

**SCVWDID No.:** 10S4E31F03s **Site Name:** Unocal former Bulk Plant  
**Address:** 8797 Monterey Rd **View Solvent File:** [10S4E31F03s](#)

**SCVWDID No.:** 11S4E06H01s **Site Name:** Parisian Cleaners  
**Address:** 7440 Monterey St **View Solvent File:** [11S4E06H01s](#)

**SCVWDID No.:** 11S4E06G02s **Site Name:** Beverly Fabrics  
**Address:** 7579 Monterey St **View Solvent File:** [11S4E06G02s](#)

**SCVWDID No.:** 11S4E06B01s **Site Name:** Former Gilroy Laundry  
**Address:** 7634 Monterey St **View Solvent File:** [11S4E06B01s](#)

**SCVWDID No.:** 08S2E27H01s **Site Name:** Malech Lane Wells  
**Address:** Malech Ln & Monterey Rd **View Solvent File:** [08S2E27H01s](#)

**Subject:** RE: Public Records Request  
**From:** Michelle Wilson <Michelle.Wilson@morganhill.ca.gov>  
**Date:** 8/23/17 10:47 AM  
**To:** 'Mark Hallee' <markchallee@gmail.com>

Good morning Mr. Hallee,

Per your request for information made pursuant to the California Public Records Act on August 9, 2017, The City has no records that are responsive to your request.

Michelle Wilson, CMC | City Clerk's Office | Deputy City Clerk/Council Services & Records Manager  
City of Morgan Hill | 17575 Peak Avenue | Morgan Hill, CA 95037  
( 408.310-4678 | 7 408.779.3117 | \* [michelle.wilson@morganhill.ca.gov](mailto:michelle.wilson@morganhill.ca.gov)



*Get informed, get involved and **VOTE***

---

**From:** Mark Hallee [mailto:markchallee@gmail.com]  
**Sent:** Wednesday, August 09, 2017 12:36 PM  
**To:** Michelle Wilson <Michelle.Wilson@morganhill.ca.gov>  
**Subject:** Public Records Request

Hello Michelle,  
In response to an automated reply from Irma, I am sending you this email.

I am conducting a Phase I Environmental Site Assessment at a 5.8 acre vacant parcel on behalf of the prospective buyer. There is no address, but the APN is 725-01-018 (adjacent to 19500 Monterey Road). Please see the attached form that I downloaded from the City's website. Thanks for your help.

Mark Hallee  
Sr. Geologist  
Geologica, Inc.

5 Third Street, Ste 808  
San Francisco, CA, 94103  
[markchallee@gmail.com](mailto:markchallee@gmail.com)  
702-469-9497 (cell)



# Attachment 1

## Professional Resumes

5 Third Street, Suite 808  
San Francisco, California 94103  
Phone: (415) 597-7888  
Fax: (888) 858-1382  
E-mail: [baubry@geologicagroup.com](mailto:baubry@geologicagroup.com)

**geologica**

[www.geologicagroup.com](http://www.geologicagroup.com)

## **BRIAN F. AUBRY, P.G., C.E.G, C.Hg.**

*Senior Hydrogeologist*

### **EXPERIENCE SUMMARY**

Brian Aubry has over 23 years of professional experience with technical responsibility for hydrogeological, geological, and geotechnical engineering tasks on environmental, litigation, redevelopment, and water resources projects in the San Francisco Bay Area of California. Mr. Aubry's expertise is in hazardous waste management, hydrogeological evaluation, and contaminant fate and transport. He is skilled in technical problem solving, regulatory agency negotiation, litigation support and strategy development, communication, and project management. Mr. Aubry is particularly capable in review and evaluation of complex data sets, project scoping, and environmental and water resources projects involving multiple stakeholders. He is broadly experienced in undertaking major CERCLA and RCRA projects for the public and private sector and the DOD, facility closure, and interaction with agencies and PRP groups, as well as projects in the water resources services market.

### **PROFESSIONAL REGISTRATIONS**

Certified Hydrogeologist, California  
Certified Engineering Geologist, California  
Registered Geologist, California  
Registered Environmental Assessor, California

### **PROFESSIONAL AFFILIATIONS**

Society of Am. Military Engineers  
American Geophysical Union

**EDUCATION** M.S., Geological Sciences, Univ. of Washington, Seattle, Washington, 1984.  
B.S., Geology, Stanford University, Stanford, California, 1978.

### **REPRESENTATIVE PROJECT EXPERIENCE**

- Project Manager for environmental portion of The Gap corporate headquarters construction in waterfront area of downtown San Francisco. Project required site characterization and disposal management of hazardous soil generated during excavation of approximately 80,000 cubic yards for the building parking garage. Duties included development of approach, agency negotiation, and subcontractor management.
- Principal-in-Charge for BART General Environmental Services contract related to system extensions. The three-year, \$3 MM contract included ISA and PSIs for land acquisition; site characterization and remediation; hazardous waste mitigation prior to demolition; construction monitoring; regulatory and health and safety compliance.
- Project Manager on Preliminary Roadway Design and Soil and Groundwater Contamination investigation for a road-widening along Sebastopol Road in Santa Rosa, California. The objective was to provide a preliminary design and assist Sonoma County Community Development Commission make informed decisions regarding financial and regulatory liabilities related to the road widening.
- Project Manager for contract with City and County of San Francisco to perform a subsurface contamination assessment along the 3-mile segment of San Francisco Bay waterfront property currently occupied by the Embarcadero automobile/light rail transportation corridor. Approximately 50 borings were drilled to characterize soil and groundwater conditions. Work was conducted during restricted hours.

### **PRIOR PROFESSIONAL EXPERIENCE**

*Dames & Moore*

*1984 -- 1998*

*Corporate Officer and Vice President,  
Manager, San Francisco Geosciences and Geotechnical Engineering Services Group*

Built and maintained successful environmental services group through dedication to superior client service, operational growth and expansion, and commitment to staff development. Maintained a loyal group of diverse, motivated, creative, and client-oriented practitioners.

**Mark Hallee, PG**  
*Senior Project Geologist*

**EXPERTISE**

- ◆ *Site characterizations for LUSTs and hazardous waste sites*
- ◆ *Preparation and implementation of Corrective Action Plans for cleanup of contaminated soil and groundwater*
- ◆ *Technical writing*
- ◆ *Preparation of proposals and management of project budgets*
- ◆ *RBCA analysis*
- ◆ *Environmental Impact Studies*
- ◆ *Remedial Feasibility Studies*
- ◆ *Preparation and implementation of sampling and chemical analytical programs*
- ◆ *Boring and well installation*
- ◆ *Soil gas surveys*
- ◆ *Phase I and II Environmental Site Assessments*
- ◆ *Regulatory compliance and permitting assistance*
- ◆ *Geohazards assessment*
- ◆ *Facility siting studies*

**CERTIFICATIONS**

*State of Nevada – Certified Environmental Manager, EM-1237*

*California Registered Geologist, RG-4633*

**EDUCATION**

*Bachelor of Science, Geology, University of California, Davis*

*Master of Science, Geology, University of Nevada, Reno*

**PROFILE**

I am a licensed Professional Geologist in California, and a Nevada Certified Environmental Manager. I have over 20 years experience in Environmental Consulting. My experience includes Phase I and II environmental site assessments, pollutant investigations, interpretation of laboratory analytical data, corrective actions at contaminated sites, regulatory compliance and permitting, RBCA evaluations, RCRA facility investigations, hydrogeologic assessments, NEPA assessments, and geologic hazards assessment. Clients have included the private sector, government agencies, and the military.

Much of my workload has involved the preparation of technical documents related to the projects that I managed. I have authored a wide variety of written products for environmental regulatory purposes, including Workplans, Feasibility Studies, Corrective Action Plans, Site Characterization Reports, Groundwater Monitoring Reports, and Receptor Surveys. Additionally, I have experience in facility siting, Spill Containment, Control, and Countermeasure Plans, NPDES permitting, Section 404, and Stormwater Pollution Prevention Plans. I have also been responsible for developing and tracking project budgets, and for proposal preparation.

I have served as Project Manager and Field Supervisor for site activities including surface and subsurface soil sampling, underground storage tank removals, design and installation of groundwater monitoring wells, design and implementation of sampling strategies, soil gas surveys, and remedial system installation.

I have designed and implemented corrective action plans, including excavation of contaminated soils, hydrogen peroxide or ORC™/EHC-O™ injections, DPE pilot tests, air sparging, ozone-sparging, and extraction/treatment of impacted groundwater.

I have personally completed numerous Phase I Environmental Site Assessments and audits for client due diligence purposes. Facilities included an ammonium perchlorate blending plant, produce packaging warehouse, food commissary, animal testing laboratory, maintenance yards, commercial dry cleaning facility, electrical power plants (coal, biofuel, and natural gas-fired), hospital and medical clinics, automotive repair shops, car dealerships, gas stations, apartment complexes, office buildings, and shopping centers.

**geologica**

[www.geologicagroup.com](http://www.geologicagroup.com)

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5 Third Street, Suite 808  
San Francisco, California 94103  
Phone: (415) 597-7888  
Fax: (888) 858-1382  
E-mail: [info@geologicagroup.com](mailto:info@geologicagroup.com)

## **Appendix D**

### **Hydraulic Analysis Memorandum**



December 17, 2021

Land Development Engineering Division  
17575 Peak Avenue,  
Morgan Hill, CA 95037

Attention: Maria Angeles, P.E., CFM  
Senior Civil Engineer

**Subject: Manzanita Park Two-Dimensional (Grid Size: 5ft by 5 ft) Hydraulic Analysis Memorandum**

Dear Maria:

We are pleased to submit this letter memorandum for the Manzanita Park Two-Dimensional (Grid Size: 5ft by 5 ft) Hydraulic Analysis. This letter memorandum includes the following sections:

- Background
- Modeling Methodology and Assumptions
- Evaluation Results
- Conclusions

## **1.0 BACKGROUND**

The Manzanita Park residential development consists of 67 condominium units constructed on a 5.8-acre vacant parcel located east of Monterey Road at Tilton Avenue, as shown on [Figure 1](#). City of Morgan Hill (City) staff requested Akel Engineering Group (Akel) review the existing overland flow characteristics of the project site and estimate the impact caused by the development, and during a 100-year 24-hour storm event.

Accordingly, Akel completed a hydrology and hydraulic analysis using the FLO-2D model, and using a grid size of 20'x20'. The analysis, which documented the results in a letter memorandum dated May 2021, indicated that the project was impacting the flooding levels along Monterey Road. The FLO-2D model indicated that the 100-year 24-hour maximum flood depths along Monterey Road were up to 0.8 ft along the centerline of Monterey Road, and the maximum flood depths may reach up to 1.2 ft along the edge of the roadway in a post project condition.

The model indicates the pre-project condition did not result with flood depths exceeding 1 foot along Monterey Road. Thus, the analysis concluded the project was impacting flood levels, and exceeding the 1-foot maximum criteria during the 100-year 24-hour storm event. Another

observation from that analysis included an observation of water accumulating along the eastern side of the development during the 100-year 24-hour storm event.

The team reviewed the recommendations and decided the following as the next steps:

- Re-do the analysis using a smaller grid size (5'x5'). Using a smaller grid size is very time consuming, however it allows taking full advantage of the existing topography, and results with less conservative values, yet they are considered realistic.
- Include the Manzanita Park on-site storm water piping along the Tilton Avenue extension, and intended to convey the pass-through waters that may accumulate during storm events along the east side of the development.
- Adjust Post-development elevations along Monterey Road.

This analysis proceeding accordingly, and using the FLO-2D model and the modified 5'x5' grid.

## **2.0 MODELING METHODOLOGY AND ASSUMPTIONS**

This section documents background of the two-dimensional model as well as the hydrology and hydraulic modeling assumptions used in the analysis.

### **2.1 Model Background**

FLO-2D is a comprehensive two-dimensional floodplain simulation model that has been approved by FEMA for flood study use. The model utilizes user-defined cells to store hydrologic information such as elevation, overland roughness, channels, building footprints, and streets. The also model incorporates existing gravity stormwater conveyance facilities within the City limits as well as overland flow characteristics based on land cover types. The two-dimensional hydraulic model was developed based on 1-foot contour elevation data prepared by Santa Clara Valley Water District (Valley Water).

### **2.2 Modeling Cell Grid**

For the purposes of this analysis, a grid cell size of 5 ft by 5 ft was used, as this grid cell size provides greater detail in evaluating the upstream capacity of streets and other topography features. The analyzed basin is highlighted on [Figure 2](#), and included approximately 1,308,000 grid cells used in this evaluation.

#### **2.2.1 Development Pipeline Improvements**

Drainage system infrastructure improvements planned as a part of the Project were incorporated into the hydraulic model. These improvements consist of a series of 18-inch, 24-inch and 36-inch storm drain pipes, inlets and manholes along the future Tilton Avenue extension and conveying stormwater runoff westward towards Monterey Road. These pipe segments are intended to



capture on-site stormwater, but also include extension along the eastern side of the development and intended to mitigate accumulation of floodwater during 100-year 24-hour storm events.

The captured stormwater continues northward on Monterey Road, and along the westerly side of the development, and bubbles up at an inlet where the stormwater returns to the ground surface and continues in a northwesterly direction. For the purpose of this analysis, all runoff from the Manzanita Park project were assumed retained on-site per MH Engineering.

In addition to these planned storm drainage system infrastructure improvements and project site regrade, the modeled elevations of the project site were adjusted for the existing plus project analysis, based on the revised preliminary grading plan and Digital Elevation Model (DEM) provided by MH Engineering Co. on December 1, 2021.

### 2.3 Rainfall, Land Use and Infiltration

The evaluation criteria used in the two-dimensional modeling evaluation were extracted from the City's 2018 Storm Drainage System Master Plan (SDSMP); additional criteria were used as necessary. The criteria used are documented as follows:

- **Land Use:** Land use information was used to determine the Manning's roughness values to apply to areas of overland flow. The roughness values are range between 0.04 to 0.15 for residential, non-residential, vacant, and open space land use types.
- **Rainfall Event:** The design rainfall volume used in the two-dimensional evaluation was consistent with the 2018 SDSMP, which are summarized below.
  - 100-Year 24-Hour Storm Event: This storm was quantified at 6.50 inches.
- **Effective Impervious Percentage and Runoff Curve Number:** In determining the quantity of rainfall runoff generated from a given land use type two factors are key in determining the volume of water that enters the storm drainage system: the effective percent impervious and the runoff curve number.

### 2.4 Storm Drainage System Conveyance

The two-dimensional model incorporates storm drain inlets, manholes and pipelines that comprise the City's existing storm drainage collection facilities. For modeling purposes FLO-2D utilizes the Environmental Protection Agency (EPA) stormwater management and maintenance model (SWMM) to evaluate pipeline hydraulics. This model uses an advanced hydraulic routing engine capable of simulating backwater conditions and flooding conditions with the piped system.

## 3.0 EVALUATION RESULTS

The evaluation consisted of two scenarios, which include: 1) the existing system conditions (Pre-Project), and 2) the existing system conditions plus the Manzanita Park project (Post-Project).

### 3.1 Existing System Conditions (Pre-Project)

The existing system analysis establishes a baseline condition for identifying the pre-project flood levels and for comparison purposes with the post-project conditions. In this analysis, the maximum observed flood depths ranged between 0.25 ft and 0.75 ft on the currently vacant project site. Maximum flood depths up to 0.3 ft were observed along the centerline of Monterey Road, while the maximum flood depths may reach up to 0.5 ft along the edges of the roadway. The maximum depths observed during the 100-year 24-hour simulations for this scenario are documented graphically on [Figure 3](#).

### 3.2 Existing System Conditions Plus Manzanita Park Project (Post-Project)

This scenario included the updated finished grade surface elevations, and including the additional inlets located along the easterly boundary north and south of Tilton Avenue extension provided by MH Engineering Co. The analysis for this scenario indicates that the maximum flood depths at Monterey Road and the future Tilton Avenue extension ranged between 0.25 ft and 0.90 ft. This demonstrates that the proposed inlets along the easterly boundary of the project are effective at conveying pass-through stormwater from the eastern side of the property during the 100-year 24-hour event. The maximum depths observed during the 100-year 24-hour simulations for this scenario are documented graphically on [Figure 4](#).

## 4.0 CONCLUSIONS

The two-dimensional FLO-2D stormwater model was used to estimate the impact of the Manzanita Park development during 100-year 24-hour storm events. The following conclusions were observed:

- The analysis indicates that the project regrading plan results with an increase in flood depths along Monterey Road, ranging between 0.1 ft and 0.4 ft. Nevertheless, the maximum observed flood depth along Monterey Road was at 0.9 ft, and less than the maximum criteria of 1.00 foot during 100-year 24-hour storm events.
- The analysis indicates that the planned future storm drainage pipes along Tilton Avenue extension and along Monterey Road effectively convey the pass-through stormwater runoff away from the easterly side of the project.
- Finally, this analysis indicates that the 5'x5' grid cells in FLO-2D resulted with less flooding along Monterey Road during the post-project conditions, and due the smaller grid taking full advantage of the full upstream topography

We are extending our thanks to you and other City of Morgan Hill staff whose courtesy and cooperation were valuable components in completing this study and producing this report.

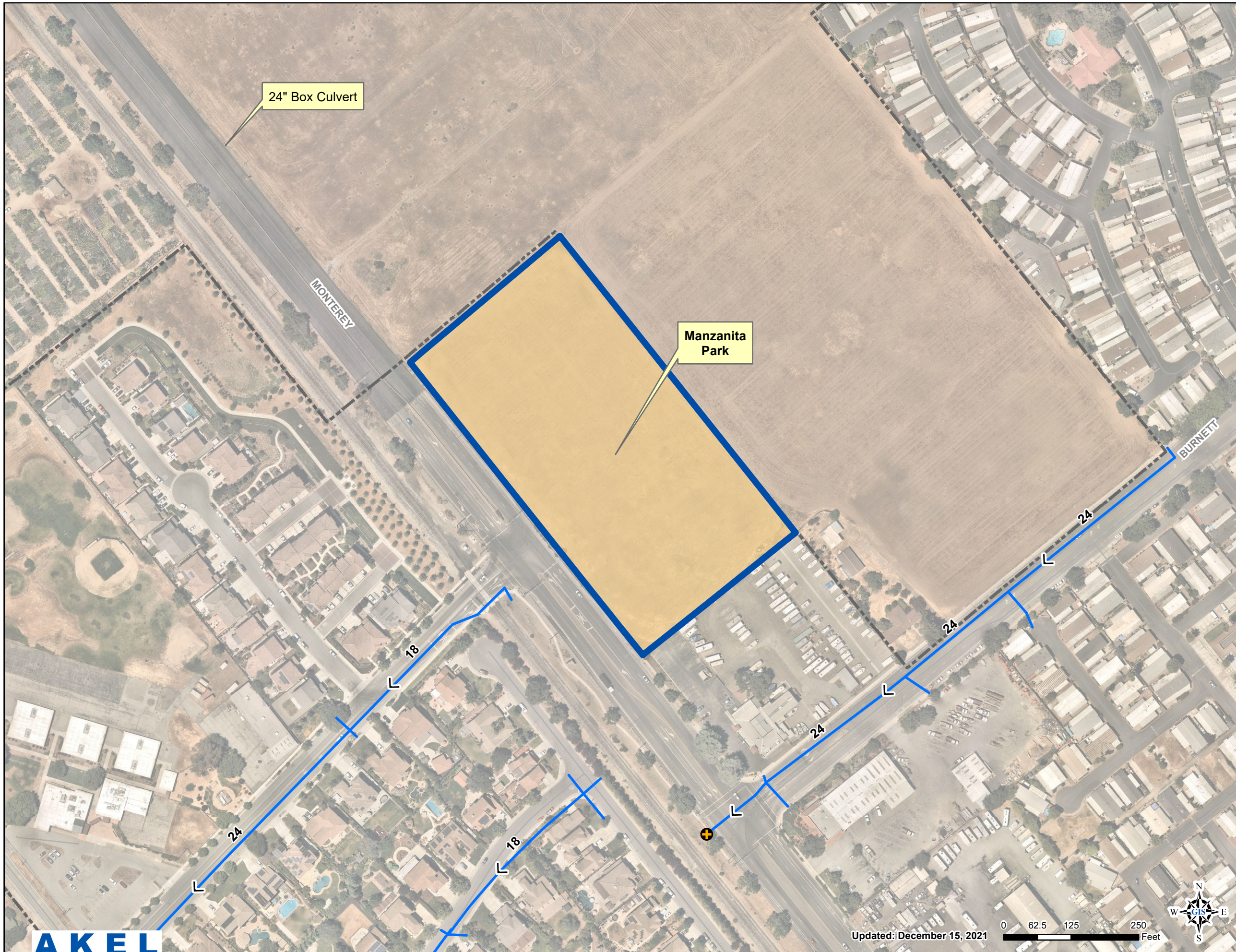
Sincerely,

AKEL ENGINEERING GROUP, INC.

Tony Akel, P.E.  
Senior Principal

# FIGURES





**Legend**

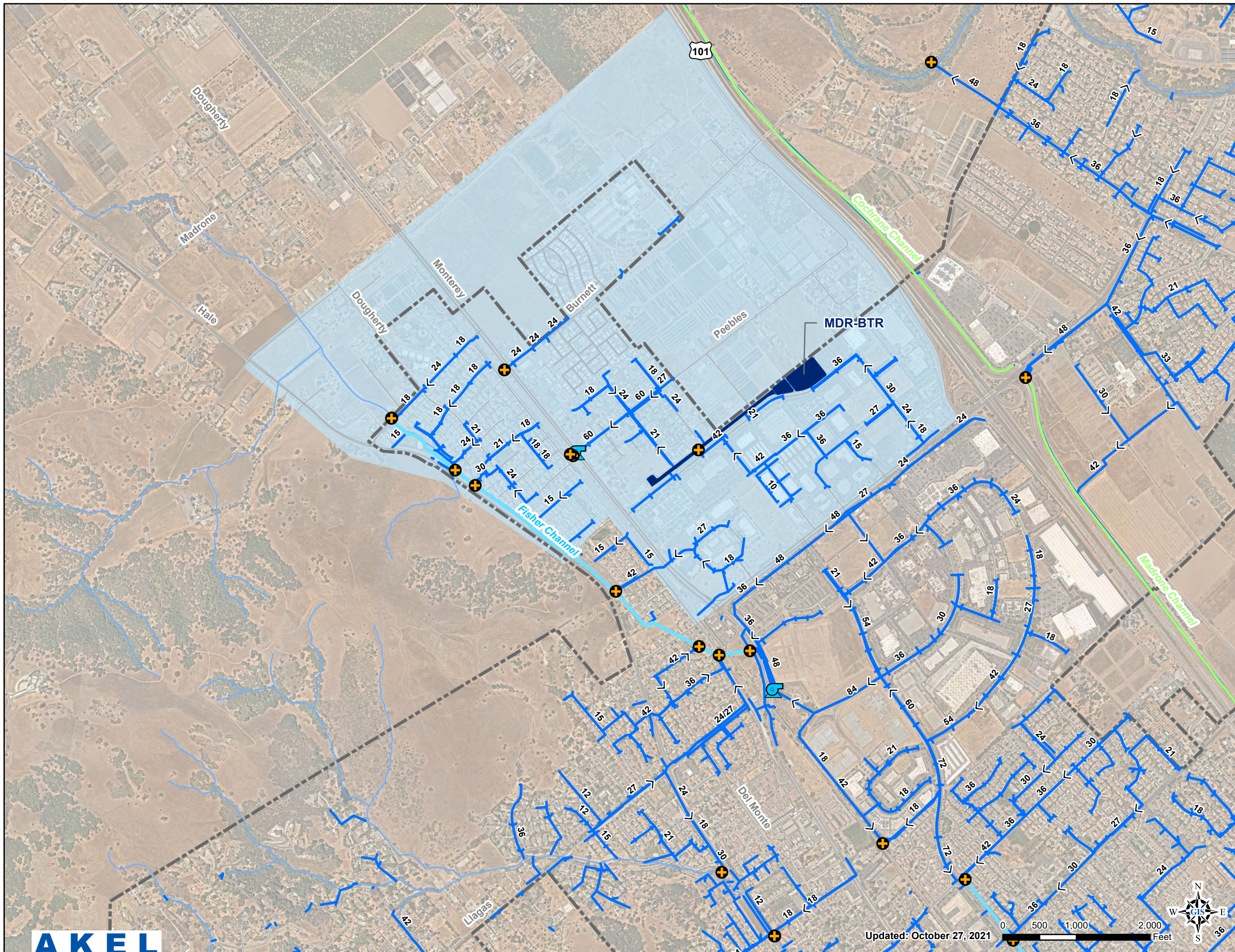
- Manzanita Park Development
- Existing Modeled System**
- ⤵ Pumps
- + Outfalls
- Pipes
- Roads
- City Limits
- ⬭ Lakes

**PRELIMINARY**

**Figure 1**  
**Location Map**  
 Manzanita Park Analysis  
 City of Morgan Hill







**Legend**

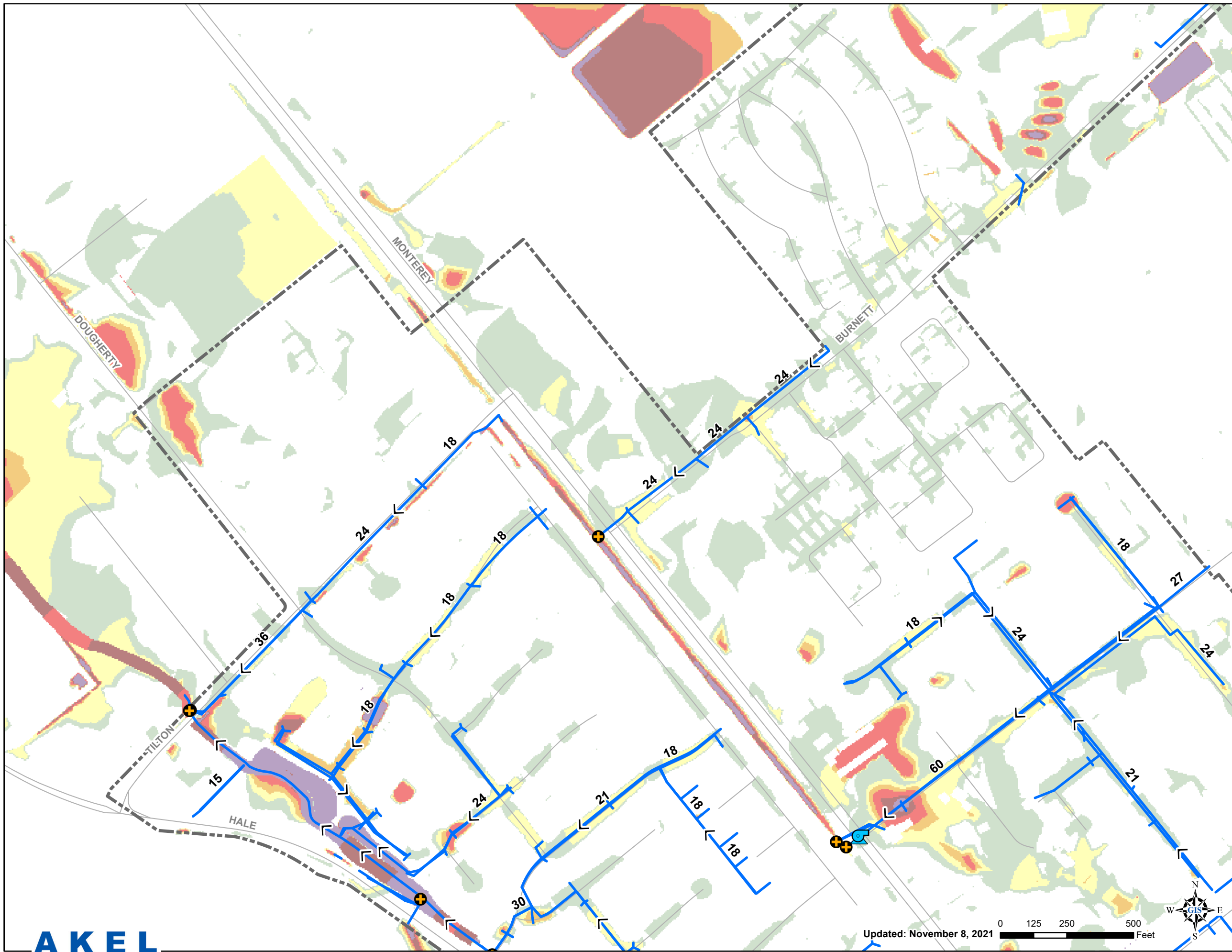
- 5' x 5' Analyzed Basin Grid
- Existing System**
- Pumps
- Outfalls
- Pipes
- Roads
- Storage Basin
- City Limits
- Lakes

**PRELIMINARY**

**Figure 2**  
**Analyzed Basin Boundary**  
 Manzanita Park Analysis  
 City of Morgan Hill







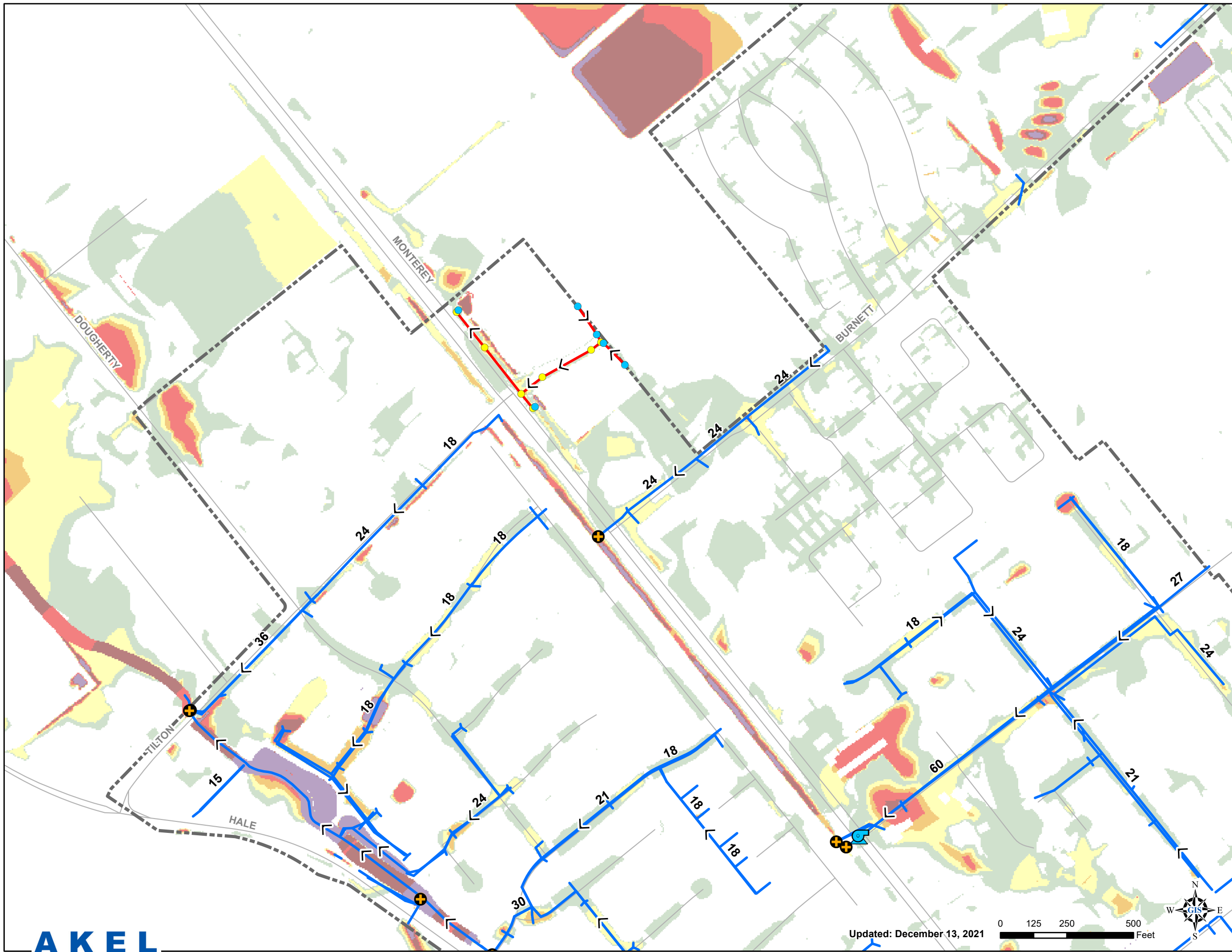
- Legend**
- Maximum Channel and Floodplain Flow Depth (ft)**
- 0.25 - 0.5
  - 0.5 - 0.75
  - 0.75 - 1
  - 1 - 1.5
  - 1.5 - 2
  - Greater than 2
- Existing Modeled System**
- Pumps
  - Outfalls
  - Pipes
  - Roads
  - City Limits
  - Lakes

**PRELIMINARY**

**Figure 3**  
**Existing Conditions**  
**100-Year 24-Hour Evaluation**  
 Manzanita Park Analysis  
 City of Morgan Hill







- Legend**
- Planned System**
- Inlet
  - Manhole
  - Pipes
- Maximum Channel and Floodplain Flow Depth (ft)**
- 0.25 - 0.5
  - 0.5 - 0.75
  - 0.75 - 1
  - 1 - 1.5
  - 1.5 - 2
  - 1.5 - 2
  - Greater than 2
- Existing Modeled System**
- ⊙ Pumps
  - ⊕ Outfalls
  - Pipes
  - Roads
  - City Limits
  - ⬮ Lakes

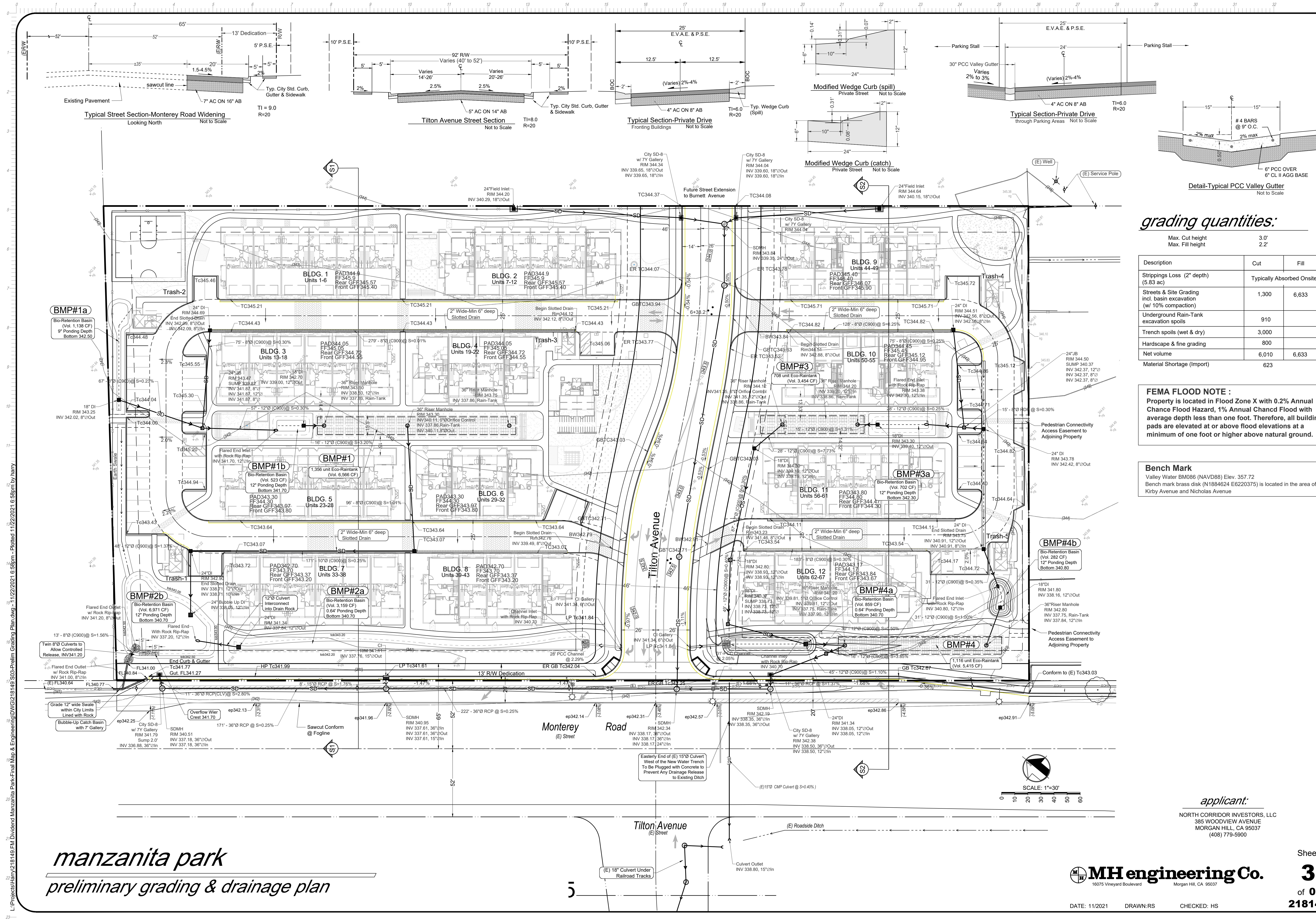
**PRELIMINARY**

**Figure 4**  
**Existing and Project**  
**Conditions 100-Year**  
**24-Hour Evaluation**  
 Manzanita Park Analysis  
 City of Morgan Hill



# **APPENDIX**





*manzanita park*  
 preliminary grading & drainage plan

*grading quantities:*

Description	Cut	Fill
Strippings Loss (2" depth) (5.83 ac)	Typically Absorbed Onsite	
Streets & Site Grading incl. basin excavation (w/ 10% compaction)	1,300	6,633
Underground Rain-Tank excavation spoils	910	
Trench spoils (wet & dry)	3,000	
Hardscape & fine grading	800	
Net volume	6,010	6,633
Material Shortage (Import)	623	

**FEMA FLOOD NOTE :**  
 Property is located in Flood Zone X with 0.2% Annual Chance Flood Hazard, 1% Annual Chanced Flood with average depth less than one foot. Therefore, all building pads are elevated at or above flood elevations at a minimum of one foot or higher above natural ground.

**Bench Mark**  
 Valley Water BM086 (NAV8DB) Elev. 357.72  
 Bench mark brass disk (N1884624 E6220375) is located in the area of Kirby Avenue and Nicholas Avenue

*applicant:*  
 NORTH CORRIDOR INVESTORS, LLC  
 385 WOODVIEW AVENUE  
 MORGAN HILL, CA 95037  
 (408) 779-5900

**MH engineering Co.**  
 16075 Vineyard Boulevard  
 Morgan Hill, CA 95037

Sheet  
**3**  
 of 06  
**218149**

DATE: 11/2021 DRAWN:RS CHECKED: HS



## **Appendix E**

### **Environmental Noise & Vibration Assessment**

# Environmental Noise & Vibration Assessment

## Manzanita Park Subdivision

Morgan Hill, California

BAC Job # 2021-065

Prepared For:

Raney Planning & Management

Attn: Nick Pappani  
1501 Sports Drive  
Sacramento, CA 95834

Prepared By:

**Bollard Acoustical Consultants, Inc.**



Dario Gotchet, Senior Consultant

June 10, 2021



## CEQA Checklist

<b>NOISE AND VIBRATION – Would the Project Result in:</b>	<b>NA – Not Applicable</b>	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			<b>X</b>		
b) Generation of excessive groundborne vibration or groundborne noise levels?				<b>X</b>	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?					<b>X</b>

## Introduction

The proposed Manzanita Park Subdivision (project) is located east of Monterey Road and north of Burnett Avenue in Morgan Hill, California. The project proposes the development of a multi-family residential subdivision on two parcels and will consist of approximately 67 units (12 three-story buildings). Existing land uses in the project vicinity include commercial to the south, residential to the west, and land currently undeveloped to the north and east. In addition, an existing Union Pacific Railroad (UPRR) track is located west of the project area across Monterey Road. The project area and site plan are shown on Figures 1 and 2, respectively.

The purposes of this assessment are to quantify the existing noise and vibration environments, identify potential noise and vibration impacts resulting from the project, identify appropriate mitigation measures, and provide a quantitative and qualitative analysis of impacts associated with the project. Specifically, impacts are identified if project-related activities would cause a substantial increase in ambient noise levels at existing sensitive uses in the project vicinity, or if traffic, railroad, or project-generated noise or vibration levels would exceed applicable federal, state, or City of Morgan Hill standards at existing or proposed noise-sensitive uses.

## Noise and Vibration Fundamentals

### Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are designated as sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or Hertz (Hz). Definitions of acoustical terminology are provided in Appendix A.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure) as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. Noise levels associated with common noise sources are provided in Figure 3.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by filtering the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.



Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ). The  $L_{eq}$  is the foundation of the day-night average noise descriptor, DNL (or  $L_{dn}$ ), and shows very good correlation with community response to noise.

The day-night average sound level (DNL) is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

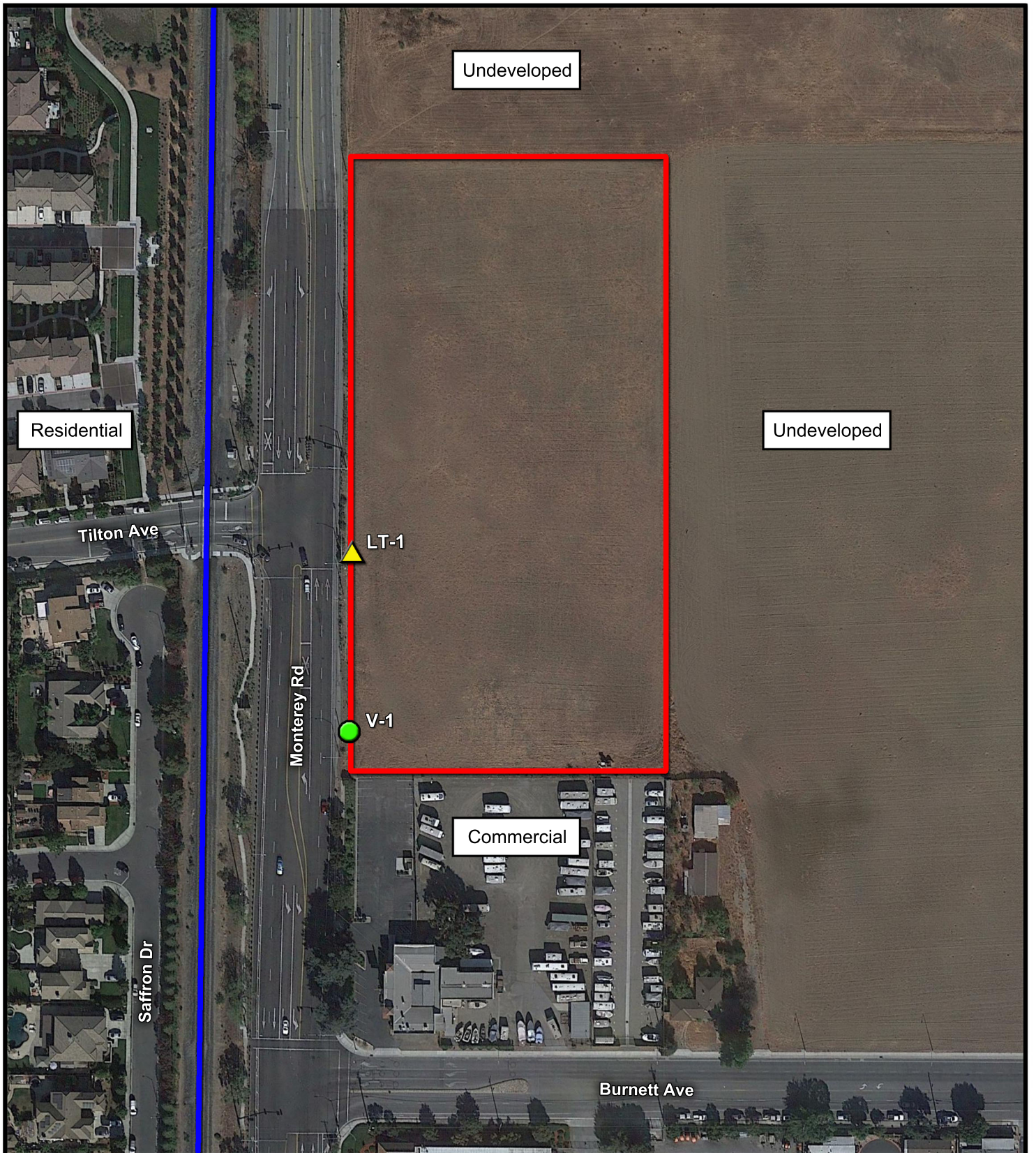
## **Vibration**

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, while vibration is usually associated with transmission through the ground or structures. As with noise, vibration consists of an amplitude and frequency. A person's response to vibration will depend on their individual sensitivity as well as the amplitude and frequency of the source.





Vibration can be described in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of velocity in inches per second peak particle velocity (IPS, PPV) or root-mean-square (VdB, RMS). Standards pertaining to perception as well as damage to structures have been developed for vibration in terms of peak particle velocity as well as RMS velocities. As vibrations travel outward from the source, they excite the particles of rock and soil through which they pass and cause them to oscillate. Differences in subsurface geologic conditions and distance from the source of vibration will result in different vibration levels characterized by different frequencies and intensities. In all cases, vibration amplitudes will decrease with increasing distance. The maximum rate, or velocity of particle movement, is the commonly accepted descriptor of the vibration "strength".

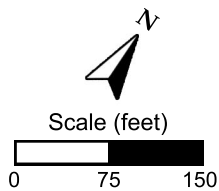
Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases.

According to the Transportation and Construction-Induced Vibration Guidance Manual (Caltrans, June 2004), operation of construction equipment and construction techniques generate ground vibration. Traffic traveling on roadways can also be a source of such vibration. At high enough amplitudes, ground vibration has the potential to damage structures and/or cause cosmetic damage. Ground vibration can also be a source of annoyance to individuals who live or work close to vibration-generating activities. However, traffic, rarely generates vibration amplitudes high enough to cause structural or cosmetic damage.



**Legend**

-  Project Border (Approximate)
-  Union Pacific Railroad Tracks
-  Short-Term Vibration Measurement Location
-  Long-Term Noise Measurement Location



Manzanita Park Subdivision  
Morgan Hill, California

Project Area

Figure 1

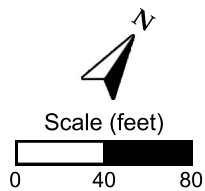






**Legend**

 Project Border



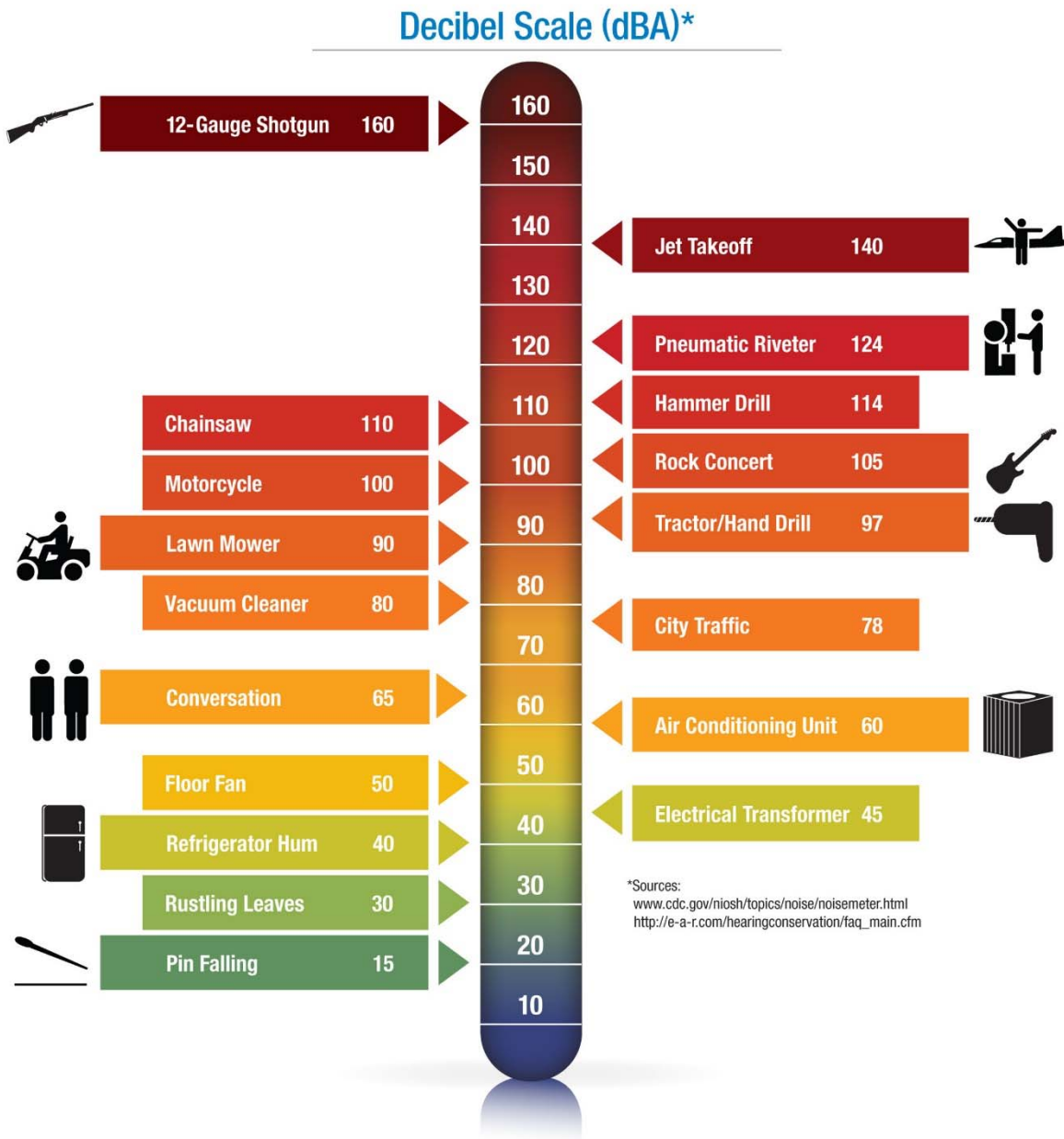
Manzanita Park Subdivision  
Morgan Hill, California

Site Plan

Figure 2



**Figure 3  
Noise Levels Associated with Common Noise Sources**



## Regulatory Setting: Criteria for Acceptable Noise and Vibration Exposure

### Federal

There are no federal noise or vibration criteria which would be directly applicable to this project. However, the City of Morgan Hill does not currently have a policy for assessing noise impacts associated with increases in ambient noise levels from project-generated noise sources. As a result, the following federal noise criteria was applied to the project.

#### Federal Interagency Commission on Noise (FICON)

The Federal Interagency Commission on Noise (FICON) has developed a graduated scale for use in the assessment of project-related noise level increases. The criteria shown in Table 1 was developed by FICON as a means of developing thresholds for impact identification for project-related noise level increases. The FICON standards have been used extensively in recent years in the preparation of the noise sections of Environmental Impact Reports that have been certified in many California cities and counties.

The use of the FICON standards is considered conservative relative to thresholds used by other agencies in the State of California. For example, the California Department of Transportation (Caltrans) requires a project-related traffic noise level increase of 12 dB for a finding of significance, and the California Energy Commission (CEC) considers project-related noise level increases between 5 to 10 dB significant, depending on local factors. Therefore, the use of the FICON standards, which set the threshold for finding of significant noise impacts as low as 1.5 dB, provides a very conservative approach to impact assessment for this project.

**Table 1**  
**Significance of Changes in Cumulative Noise Exposure**

Ambient Noise Level Without Project (DNL)	Change in Ambient Noise Level Due to Project
<60 dB	+5.0 dB or more
60 to 65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

*Source: Federal Interagency Committee on Noise (FICON)*

Based on the FICON research, as shown in Table 1, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the project are less than 60 dB DNL. Where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance.

## **State of California**

### California Environmental Quality Act (CEQA)

The State of California has established regulatory criteria that are applicable to this assessment. Specifically, Appendix G of the State of California Environmental Quality Act (CEQA) Guidelines are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. According to Appendix G of the CEQA guidelines, the project would result in a significant noise or vibration impact if the following occur:

- A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?
- B. Generation of excessive groundborne vibration or groundborne noise levels?
- C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

It should be noted that audibility is not a test of significance according to CEQA. If this were the case, any project which added any audible amount of noise to the environment would be considered significant according to CEQA. Because every physical process creates noise, the use of audibility alone as significance criteria would be unworkable. CEQA requires a substantial increase in noise levels before noise impacts are identified, not simply an audible change.

### Federal Transit Administration (FTA)

The City of Morgan Hill does not currently have adopted standards for groundborne vibration. As a result, vibration impact assessment criteria established by the U.S. Department of Transportation's Federal Transit Administration (FTA) criteria was applied to the project. The FTA vibration impact criteria is based on maximum overall levels for a single event, such as vehicle or train passbys. This vibration impact criteria, identified in Table 6-3 of the FTA's Transit Noise and Vibration Impact Assessment Manual (September 2018), has been reproduced in Table 2.



**Table 2**  
**Groundborne Vibration Impact Criteria for Annoyance Determinations**

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 μinch/sec, RMS)		
	Frequent Events <sup>1</sup>	Occasional Events <sup>2</sup>	Infrequent Events <sup>3</sup>
Category 1 – Buildings where vibration would interfere with interior operations	65 <sup>4</sup>	65 <sup>4</sup>	65 <sup>4</sup>
Category 2 – Residences and buildings where people normally sleep	72	75	80
Category 3 – Institutional land uses with primarily daytime use	75	78	83
<sup>1</sup> “Frequent Events” is defined as more than 70 vibration events of the same source per day. <sup>2</sup> “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day. <sup>3</sup> “Infrequent Events” is defined as fewer than 30 vibration events of the same kind per day. <sup>4</sup> This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed. <i>Source: Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual (2018), Table 6-3</i>			

**Local**

Morgan Hill 2035 General Plan

The Safety, Services, and Infrastructure Element of the Morgan Hill 2035 General Plan contains goals and policies to ensure that city residents are not subjected to noise beyond acceptable levels. The General Plan goals and policies which are applicable to the project are reproduced below.

**GOAL SSI-8**

Prevention of noise from interfering with human activities or causing health problems.

**Policies**

SSI-8.1 **Exterior Noise Level Standards.** Require new development projects to be designed and constructed to meet acceptable exterior noise level standards (see Table 3), as follows:

- Apply a maximum exterior noise level of 60 dBA DNL in residential areas where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing a DNL of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, a DNL of 65 dBA may be permitted.
- Indoor noise levels should not exceed a DNL of 45 dBA in new residential housing units.

- Noise levels in new residential development exposed to an exterior DNL of 60 dBA or greater should be limited to a maximum instantaneous noise level (e.g., trucks on busy streets, train warning whistles) in bedrooms of 50 dBA. Maximum instantaneous noise levels in all other habitable rooms should not exceed 55 dBA. The maximum outdoor noise level for new residences near the railroad shall be 70 dBA DNL, recognizing that train noise is characterized by relatively few loud events.

SSI-8.2 **Impact Evaluation.** The impact of a proposed development project on existing land uses should be evaluated in terms of the potential for adverse community response based on significant increase in existing noise levels, regardless of compatibility guidelines.

SSI-8.5 **Traffic Noise Level Standards.** Consider noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is 5 dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) the noise level increase is 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater.

SSI-8.6 **Stationary Noise Level Standards.** Consider noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels.

SSI-8.7 **Other Noise Sources.** Consider noise levels produced by other noise sources (such as ballfields) significant if an acoustical study demonstrates they would substantially exceed ambient noise levels.

SSI-8.9 **Site Planning and Design.** Require attention to site planning and design techniques other than sound walls to reduce noise impacts, including: a) installing earth berms, b) increasing the distance between the noise source and the receiver, c) using non-sensitive structures such as parking lots, utility areas, and garages to shield noise-sensitive areas, d) orienting buildings to shield outdoor spaces from the noise source, and e) minimizing the noise at its source.

## GOAL SSI-9

Protection from noise associated with motor vehicles and railroad activity.

SSI-9.2 **Noise Barrier Dimensions.** If noise barriers are deemed the only effective mitigation for development along major transportation corridors, require an acoustical analysis to determine necessary dimensions.

SSI-9.3 **Sound Wall Design.** The maximum height of sound walls shall be eight feet. Residential projects adjacent to the freeway shall be designed to minimize sound wall height through location of a frontage road, use of two sound walls or other applicable measures. Sound wall design and location shall be coordinated for an entire project area and shall meet Caltrans noise attenuation criteria for a projected eight-lane freeway condition. If two sound walls are used, the first shall be located immediately adjacent to the freeway right-of-way and the second shall be located as

necessary to meet Caltrans noise requirements for primary outdoor areas. The minimum rear yard setback to the second wall shall be 20 feet.

SSI-9.6 **Earth Berms.** Allow and encourage earth berms in new development projects as an alternative to sound walls if adequate space is available.

SSI-9.7 **Sound Barrier Design.** Require non-earthen sound barriers to be landscaped, vegetated, or otherwise designed and/or obscured to improve aesthetics and discourage graffiti and other vandalism.

**Table 3**  
**State of California Land Use Compatibility Guidelines for Community Noise Environments**

Land Uses	CNEL (dBA)					
	55	60	65	70	75	80
Residential – Low Density Single-Family, Duplex, Mobile Homes	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Residential – Multiple-Family	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Transient Lodging, Motels, Hotels	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Schools, Libraries, Churches, Hospitals, Nursing Homes	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Auditoriums, Concert Halls, Amphitheaters	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Sports Arena, Outdoor Spectator Sports	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Playgrounds, Neighborhood Parks	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Office Buildings, Businesses, Commercial and Professional	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green
Industrial, Manufacturing, Utilities, Agricultural	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green



**Normally Acceptable:**  
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



**Normally Unacceptable:**  
New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



**Conditionally Acceptable:**  
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



**Clearly Unacceptable:**  
New construction or development generally should not be undertaken.

Source: Governor's Office of Planning and Research, General Plan Guidelines 2003.

Morgan Hill Municipal Code

The provisions of the Morgan Hill Municipal Code which would be most applicable to this project are reproduced below. The complete text of the municipal code sections pertaining to noise are provided in Appendix B.

Chapter 8.28 of the Municipal Code provides an enumeration of unlawful noise sources (i.e., animals, birds, auto body repairs, blowers, fans, combustion engines, construction activities, exhausts, loudspeakers). Chapter 8.28 does not, however, provide quantitative performance standards. Section 8.28.040(D) exempts construction noise provided the activities are limited to a specific time frame. Section 8.28.040(D) is reproduced below:

"Construction activities" are defined as including but not limited to excavation, grading, paving, demolition, construction, alteration or repair of any building, site, street or highway, delivery or removal of construction material to a site, or movement of construction materials on a site. Construction activities are prohibited other than between the hours of seven a.m. and eight p.m., Monday through Friday and between the hours of nine a.m. to six p.m. on Saturday. Construction activities may not occur on Sundays or federal holidays. No third person, including but not limited to landowners, construction company owners, contractors, subcontractors, or employers, shall permit or allow any person working on construction activities which are under their ownership, control or direction to violate this provision.

Section 18.46.090 of the Municipal Code establishes acceptable noise level criteria for non-transportation noise sources, which would include activities associated with the proposed playing court and playground areas. The city's quantitative exterior noise standards are provided below in Table 4. According to city staff, the Table 4 standards are interpreted as being hourly average (L<sub>eq</sub>) noise level standards.

**Table 4  
Noise Level Performance Standards**

Receiving Land Use	Maximum Noise Level at Lot Line of Receiving Use <sup>1,2</sup>
Industrial and Wholesale	70 dBA
Commercial	65 dBA
Residential or Public/Quasi Public	60 dBA
<sup>1</sup> The planning commission may allow an additional 5 dBA noise level at the lot line if the maximum noise level shown above cannot be achieved with reasonable and feasible mitigation. <sup>2</sup> Noise standards shown above do not apply to noise generated by vehicle traffic in the public right-of-way or from temporary construction, demolition, and vehicles that enter or leave the site of the noise-generating use (e.g., construction equipment, trains, trucks). Source: City of Morgan Hill Municipal Code	

## Environmental Setting – Existing Ambient Noise and Vibration Environment

### Noise-Sensitive Land Uses in the Project Vicinity

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities.

The noise-sensitive land uses which would potentially be affected by the project consist of residential uses. Specifically, single-family residential land uses are located to the west of the project area. Existing commercial uses are located to the south of the project area. However, commercial uses are typically not considered to be noise-sensitive, but rather noise-generating. The project area and surrounding land uses are shown on Figure 1.

### Existing Traffic Noise Levels along Project Area Roadway Network

The FHWA Traffic Noise Model (FHWA-RD-77-108) was used to develop existing noise contours expressed in terms of DNL for major roadways within the project study area. The FHWA model predicts hourly  $L_{eq}$  values for free-flowing traffic conditions. Estimates of the hourly distribution of traffic for a typical 24-hour period were used to develop DNL values from  $L_{eq}$  values.

Traffic data in the form of AM and PM peak hour movements for existing (2020) conditions were obtained from a project traffic memorandum prepared by Keith Higgins, Traffic Engineer. Average daily traffic volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions. Using these data and the FHWA Model, traffic noise levels were calculated. The traffic noise level at 100 feet from the roadway centerline and distances from the centerlines of selected roadways to the 60 dB, 65 dB, and 70 dB DNL contours are summarized in Table 5.

In many cases, the actual distances to noise level contours may vary from the distances predicted by the FHWA Model. Factors such as roadway curvature, roadway grade, shielding from local topography or structures, elevated roadways, or elevated receivers may affect actual sound propagation. It is also recognized that existing sensitive land uses within the project vicinity are located varying distances from the centerlines of the local roadway network. The 100-foot reference distance is utilized in this assessment to provide a reference position at which changes in existing and future traffic noise levels resulting from the project can be evaluated. Appendix C contains the FHWA Model inputs for existing conditions.

**Table 5  
Existing (2020) Traffic Noise Modeling Results**

Seg.	Intersection	Direction	DNL 100 Feet from Roadway	Distance to Contour (feet)		
				70 dB DNL	65 dB DNL	60 dB DNL
1	Monterey Road / Tilton Avenue	North	69	85	183	395
2		South	68	74	158	341
3		East	--	--	--	--
4		West	59	18	38	82

Blank cell = no traffic data was provided  
 Source: FHWA-RD-77-108 with inputs from Higgins Traffic Engineer. Appendix C contains FHWA Model inputs.

**Existing Overall Ambient Noise Environment within the Project Area**

The existing ambient noise environment within the project area is defined primarily by noise from traffic on Monterey Road, intermittent railroad operations on the adjacent UPRR track, and to a lesser extent by activities at nearby commercial uses. To generally quantify existing ambient noise environment within the project area, BAC conducted long-term (48-hour) ambient noise level measurements from April 14<sup>th</sup> to 15<sup>th</sup>, 2021. The noise survey location is shown on Figure 1, identified as site LT-1. Photographs of the noise survey location are provided in Appendix D.

A Larson Davis Laboratories (LDL) Model 831 precision integrating sound level meter equipped with a real-time frequency analyzer was used to complete the long-term noise level measurements. The meter was calibrated immediately before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The ambient noise level survey results are summarized below in Table 6. The detailed results of the ambient noise survey are contained in Appendix E in tabular format and graphically in Appendix F.

**Table 6  
Summary of Long-Term Noise Survey Measurement Results – April 14-15, 2021<sup>1</sup>**

Site Description <sup>2</sup>	Date	DNL	Average Measured Hourly Noise Levels (dBA) <sup>3</sup>			
			Daytime <sup>4</sup>		Nighttime <sup>5</sup>	
			Leq	Lmax	Leq	Lmax
LT-1: West end of the project area	4/14/21	72	68 (64-73)	90 (80-102)	65 (54-69)	88 (77-99)
	4/15/21	72	69 (66-74)	94 (83-101)	65 (55-69)	88 (78-99)

<sup>1</sup> Detailed summaries of the noise monitoring results are provided in Appendices E and F.  
<sup>2</sup> Long-term noise survey location is shown on Figure 1.  
<sup>3</sup> Data presented in terms of: Average (Low-High)  
<sup>4</sup> Daytime hours: 7:00 a.m. to 10:00 p.m.  
<sup>5</sup> Nighttime hours: 10:00 p.m. to 7:00 a.m.  
 Source: Bollard Acoustical Consultants, Inc. (2021)



The Table 6 data indicate that measured day-night average and average hourly noise levels were consistent throughout the monitoring period. Long-term measurement site LT-1 was selected to be representative of the existing Monterey Road traffic and UPRR railroad noise level environment at the project site.

## Existing Ambient Vibration Environment

During a site visit on April 13, 2021, vibration levels were below the threshold of perception at the project site. Nonetheless, to quantify existing vibration levels at the project site, BAC conducted short-term (1-hour) vibration measurements at the location identified on Figure 1 (site V-1). Photographs of the vibration survey equipment are provided in Appendix D.

A Larson-Davis Laboratories Model LxT precision integrating sound level meter equipped with a PCB Electronics vibration transducer was used to complete the vibration measurements. The results are presented graphically in Appendix G. In the analysis of the vibration measurement data, it was revealed that measured maximum vibration levels did not exceed 60 VdB RMS during the 1-hour monitoring period.

## Impacts and Mitigation Measures

### Thresholds of Significance

For the purposes of this report, a noise and vibration impact is considered significant if the project would result in:

- **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?**

*For this project, compliance with the applicable noise level standards established in the Morgan Hill General Plan and Municipal Code is required. For increases in off-site traffic noise, General Plan Policy SSI-8.5 considers noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is 5 dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) the noise level increase is 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater.*

*Existing residential and commercial land uses are located to the west and south of the project area, respectively. For noise generated by on-site activities, the Municipal Code establishes exterior noise level limits of 60 and 65 dB  $L_{eq}$  for residential and commercial land uses (Table 4). In addition, General Plan Policy SSI-8.6 considers noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels. The primary on-site noise sources of the project have been identified as the playing court (basketball), playground (tot lot) areas. Because it is reasonably assumed that activities within those outdoor areas would take place during daytime hours only (7:00 a.m. to 10:00 p.m.), the daytime ambient noise level data presented in Table 6 would serve as the baseline ambient noise level environment in the project vicinity. The General Plan, however, does not provide*

guidelines for determining a substantial noise increase relative to ambient conditions. As a result, for noise generated by on-site activities and the determination of a substantial noise increase relative to ambient conditions, the FICON criteria presented in Table 1 was used.

According to the FICON criteria shown in Table 1, a 5 dB increase in noise levels due to a project is required for a finding of a significant noise impact where ambient day-night average noise levels without the project are less than 60 dB DNL. Where pre-project ambient conditions are between 60 and 65 dB DNL, a 3 dB increase is applied as the standard of significance. Finally, in areas already exposed to higher noise levels, specifically pre-project noise levels in excess of 65 dB DNL, a 1.5 dB increase is considered by FICON as the threshold of significance. As indicated in Table 6, the measured day-night average noise level within the project vicinity was 72 dB DNL during the 48-hour monitoring period. Thus, a 1.5 dB increase in noise levels due to project on-site activities is required for a finding of a significant impact.

For this project, measured ambient hourly average noise levels in the project vicinity during daytime hours ranged from 64 to 74 (overall arithmetic average of 68 dB  $L_{eq}$ ). Measured daytime hourly maximum noise levels ranged from 80 to 102 dB  $L_{max}$  with an overall arithmetic average of 91 dB  $L_{max}$ . Given the arithmetic averages identified above, and based on the FICON criteria, a significant noise impact would be identified if predicted hourly average or maximum noise levels due to the project would exceed 70 dB  $L_{eq}$  or 93 dB  $L_{max}$ , respectively (i.e., 1.5 dB above ambient).

- **Generation of excessive groundborne vibration or groundborne noise levels?**

Vibration level exposure at existing off-site or proposed on-site sensitive receptors were assessed relative to the FTA Groundborne Vibration Impact Criteria provided in Table 2.

- **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.**

Because the project site is not located within 2 miles of a public use airport or in the vicinity of a private airstrip or airport land use plan, consideration of noise impacts relative to this CEQA criterion would not be warranted for this evaluation.

## **Analysis Methodology**

Noise impacts are identified if the proposed project would result in a substantial increase in off-site traffic noise levels, or if noise generated by on-site activities would either exceed the applicable City of Morgan Hill noise standards or result in a substantial increase in ambient noise levels. Vibration impacts are identified in vibration exposure at existing or proposed sensitive receptors would exceed the FTA criteria presented in Table 2.

## Noise Impacts Associated with Project-Generated Increases in Off-Site Traffic

With development of the project, traffic volumes on the local roadway network will increase. Those increases in daily traffic volumes will result in a corresponding increase in traffic noise levels at existing uses located along those roadways. The FHWA Model was used with traffic input data from the project traffic impact analysis prepared by to predict project traffic noise level increases relative to existing (2020) conditions.

### Impact 1: Increases in Existing Traffic Noise Levels due to the Project

Traffic data in the form of AM and PM peak hour movements for Existing and Existing Plus Project conditions in the project area roadway network were obtained from the project traffic memorandums prepared by Keith Higgins Traffic Engineer and Hexagon Transportation Consultants, Inc. provided by the project applicant. Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions.

Existing versus Existing Plus Project traffic noise levels on the local roadway network are shown in Table 7. The following section includes an assessment of predicted traffic noise levels relative to the FICON increase significance noise criteria identified in Table 1. The Table 7 data are provided in terms of DNL at a standard distance of 100 feet from the centerlines of the project-area roadways. Appendix C contains the FHWA model inputs.

**Table 7**  
**Traffic Noise Modeling Results and Project-Related Traffic Noise Increases**  
**Existing Versus Existing Plus Project Conditions**

Segment	Intersection	Direction	Traffic Noise Level at 100 feet, DNL (dB)			Substantial Increase?
			E	E+P	Increase	
1	Monterey Road / Tilton Avenue	North	69.0	69.0	0.0	No
2		South	68.0	68.0	0.0	No
3		East	N/A	45.7	45.7	Yes
4		West	58.7	58.8	0.1	No
*N/A = Roadway segment that would not exist without project						
Source: FHWA-RD-77-108 with inputs from Higgins and Hexagon. Appendix C contains the FHWA Model inputs.						

As indicated in Table 7, the proposed project’s contribution to traffic noise level increases is predicted to exceed applicable General Plan Policy SSI-8.5 increase significance criteria along one roadway segment evaluated in the existing conditions analysis (segment 3). However, segment 3 is a future access point to the proposed development off Monterey Avenue (Tilton Avenue) and is located within the project area. Further, existing noise-sensitive uses were not identified along this roadway segment within the project area.

Based on the analysis presented above, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Existing versus Existing Plus Project conditions) are identified as being **less than significant**.

**Impact 2: Increases in Cumulative (General Plan 2035 Buildout with Madrone Parkway Extension) Traffic Noise Levels due to the Project**

Traffic data in the form of AM and PM peak hour movements for Cumulative (General Plan 2035 Buildout No Project *with* Madrone Parkway Extension) and Cumulative Plus Project conditions in the project area roadway network were obtained from the project traffic memorandums prepared by Keith Higgins Traffic Engineer and Hexagon Transportation Consultants, Inc. provided by the project applicant. Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions.

Cumulative versus Cumulative Plus Project traffic noise levels on the local roadway network are shown in Table 8. The following section includes an assessment of predicted traffic noise levels relative to the FICON increase significance noise criteria identified in Table 1. The Table 8 data are provided in terms of DNL at a standard distance of 100 feet from the centerlines of the project-area roadways. Appendix C contains the FHWA model inputs.

**Table 8  
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases  
Cumulative (with Madrone Extension) Versus Cumulative Plus Project Conditions**

Segment	Intersection	Direction	Traffic Noise Level at 100 feet, DNL (dB)			Substantial Increase?
			C	C+P	Increase	
1	Monterey Road / Tilton Avenue	North	70.9	70.9	0.0	No
2		South	69.9	69.6	-0.3	No
3		East	N/A	53.5	53.5	Yes
4		West	54.6	54.7	0.1	No

\*N/A = Roadway segment that would not exist without project  
 Source: FHWA-RD-77-108 with inputs from Higgins and Hexagon. Appendix C contains the FHWA Model inputs.

The Table 8 data indicate that the proposed project’s contribution to traffic noise level increases is predicted to exceed applicable General Plan Policy SSI-8.5 increase significance criteria along one roadway segment evaluated in the existing conditions analysis (segment 3). However, segment 3 is a future access point to the proposed development off Monterey Avenue (Tilton Avenue) and is located within the project area. Further, existing noise-sensitive uses were not identified along this roadway segment within the project area.

Based on the analysis presented above, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Cumulative [General Plan 2035 Buildout No Project *with* Madrone Parkway Extension] versus Cumulative Plus Project conditions) are identified as being **less than significant**.

**Impact 3: Increases in Cumulative (General Plan 2035 Buildout without Madrone Parkway Extension) Traffic Noise Levels due to the Project**

Traffic data in the form of AM and PM peak hour movements for Cumulative (General Plan 2035 Buildout No Project *without* Madrone Parkway Extension) and Cumulative Plus Project conditions in the project area roadway network were obtained from the project traffic memorandums

prepared by Keith Higgins Traffic Engineer and Hexagon Transportation Consultants, Inc. provided by the project applicant. Average daily traffic (ADT) volumes were conservatively estimated by applying a factor of 5 to the sum of AM and PM peak hour conditions.

Cumulative versus Cumulative Plus Project traffic noise levels on the local roadway network are shown in Table 9. The following section includes an assessment of predicted traffic noise levels relative to the FICON increase significance noise criteria identified in Table 1. The Table 9 data are provided in terms of DNL at a standard distance of 100 feet from the centerlines of the project-area roadways. Appendix C contains the FHWA model inputs.

**Table 9  
Traffic Noise Modeling Results and Project-Related Traffic Noise Increases  
Cumulative (without Madrone Extension) Versus Cumulative Plus Project Conditions**

Segment	Intersection	Direction	Traffic Noise Level at 100 feet, DNL (dB)			Substantial Increase?
			C	C+P	Increase	
1	Monterey Road / Tilton Avenue	North	70.9	70.9	0.0	No
2		South	69.9	69.7	-0.2	No
3		East	N/A	53.5	53.5	Yes
4		West	54.6	59.1	4.5	No
*N/A = Roadway segment that would not exist without project						
Source: FHWA-RD-77-108 with inputs from Higgins and Hexagon. Appendix C contains the FHWA Model inputs.						

As shown in Table 9, the proposed project’s contribution to traffic noise level increases is predicted to exceed applicable General Plan Policy SSI-8.5 increase significance criteria along one roadway segment evaluated in the existing conditions analysis (segment 3). However, segment 3 is a future access point to the proposed development off Monterey Avenue (Tilton Avenue) and is located within the project area. Further, existing noise-sensitive uses were not identified along this roadway segment within the project area.

Based on the analysis presented above, off-site traffic noise impacts related to increases in traffic resulting from the implementation of the project (Cumulative [General Plan 2035 Buildout No Project *without* Madrone Parkway Extension] versus Cumulative Plus Project conditions) are identified as being **less than significant**.

**Off-Site Noise Impacts Associated with On-Site Noise Sources**

The primary noise sources associated with activities within the project area have been identified as the outdoor playing court (basketball) and playgrounds (tot lots). The locations of those outdoor activity areas are shown on Figure 2. An assessment of each project-related noise source at the nearest existing off-site land uses to west (residential) and south (commercial) follows.

**Impact 4: Playing Court Noise at Nearest Existing Off-Site Land Uses**

The project proposes an outdoor playing court (basketball) located at the northeast end of the project area. The primary noise source associated with outdoor playing court use is participant shouting. BAC file data indicate that average and maximum noise levels of similar sized outdoor

playing courts are approximately 55 dB  $L_{eq}$  and 75 dB  $L_{max}$  at a distance of 50 feet from the focal point of the court area.

Based on the above-mentioned reference noise levels, and assuming standard spherical spreading loss (-6 dB per doubling of distance), playing court noise exposure at the nearest existing off-site residential and commercial uses was calculated and the results of those calculations are presented in Table 10.

**Table 10**  
**Predicted Playing Court Noise Levels at Nearest Existing Off-Site Land Uses**

Receiver <sup>1</sup>	Distance from Playing Court (ft) <sup>2</sup>	Predicted Exterior Noise Levels (dB)	
		$L_{eq}$	$L_{max}$
Residential – West	550	34	54
Commercial – South	650	33	53

<sup>1</sup> Existing land use locations are identified on Figure 1.  
<sup>2</sup> Distances scaled from center of playing court to receiver property lines using provided site plans.  
 Source: Bollard Acoustical Consultants, Inc. (2021)

For noise generated by on-site activities, the Morgan Hill Municipal Code establishes exterior noise level standards of 60 and 65 dB  $L_{eq}$  for residential and commercial land uses, respectively. The Municipal Code noise level limits are to be assessed at the property lines of receiving uses. The Table 10 data indicate that project playing court noise levels are predicted to satisfy the applicable Morgan Hill Municipal Code exterior noise level standards at the nearest existing residential and commercial land uses.

As discussed previously, a noise impact relative to ambient conditions is identified if noise levels from on-site activities would exceed the hourly average and hourly maximum noise levels of 70 dB  $L_{eq}$  and 93 dB  $L_{max}$  by 1.5 dB or more. The increase in ambient noise levels resulting from project playing court activities is calculated to be less than 0.01 dB  $L_{eq}/L_{max}$ .

Because noise exposure from project playing court activities is predicted to satisfy applicable Morgan Hill Municipal Code noise level standards at the nearest existing off-site land uses, and because noise level exposure from playing court activities is not expected to significantly increase ambient noise levels at those land uses, this impact is identified as being **less than significant**.

**Impact 5: Playground Noise at Nearest Existing Off-Site Land Uses**

According to the project site plan, the project proposes three (3) playground areas (tot-lots) within the project area. The locations of the proposed playground areas are shown on Figure 2.

For the assessment of playground noise impacts, noise level data collected by BAC staff at various outdoor play areas in recent years was utilized. The primary noise source associated with play area use is shouting children. BAC file data indicate that average and maximum noise levels of similar sized outdoor play areas range from approximately 50 to 55 dB  $L_{eq}$  and 75 dB  $L_{max}$  at a distance of 50 feet from the focal point of the playground area. Based on reference noise levels of 55 dB  $L_{eq}$  and 75 dB  $L_{max}$  at 50 feet, and assuming standard spherical spreading



loss (-6 dB per doubling of distance), playground noise exposure at the nearest existing off-site residential and commercial uses was calculated and the results of those calculations are presented in Table 11.

**Table 11  
Predicted Playground Noise Levels at Nearest Existing Off-Site Land Uses**

Receiver <sup>1</sup>	Distance from Nearest Playground (ft) <sup>2</sup>	Predicted Exterior Noise Levels (dB)	
		L <sub>eq</sub>	L <sub>max</sub>
Residential – West	300	39	59
Commercial – South	30	59	79

<sup>1</sup> Existing land use locations are identified on Figure 1.  
<sup>2</sup> Distances scaled from center of nearest playground to receiver property lines using provided site plans.  
 Source: Bollard Acoustical Consultants, Inc. (2021)

For noise generated by on-site activities, the Morgan Hill Municipal Code establishes exterior noise level standards of 60 and 65 dB L<sub>eq</sub> for residential and commercial land uses, respectively. The Municipal Code noise level limits are to be assessed at the property lines of receiving uses. As indicated in Table 11, project playground noise levels are predicted to satisfy the applicable Morgan Hill Municipal Code exterior noise level standards at the nearest existing residential and commercial land uses.

As discussed previously, a noise impact relative to ambient conditions is identified if noise levels from on-site activities would exceed the hourly average and hourly maximum noise levels of 70 dB L<sub>eq</sub> and 93 dB L<sub>max</sub> by 1.5 dB or more. The increase in ambient noise levels resulting from project playground activities is calculated to range from 0.0 to 0.4 dB L<sub>eq</sub> and 0.0 to 0.2 dB L<sub>max</sub>.

Because noise exposure from project playground activities is predicted to satisfy applicable Morgan Hill Municipal Code noise level standards at the nearest existing off-site land uses, and because noise level exposure from playground activities is not expected to significantly increase ambient noise levels at those land uses, this impact is identified as being **less than significant**.

**Impact 6: Cumulative (Combined) Noise Levels from On-Site Sources at Nearest Existing Off-Site Land Uses**

The calculated cumulative (combined) noise level exposure from on-site noise sources at the nearest existing off-site land uses to the west and south is presented in Table 12. It should be noted that due to the logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

**Table 12  
Predicted Cumulative Project Noise Levels at Nearest Existing Off-Site Land Uses**

Receiver	Predicted Exterior Noise Levels (dB) <sup>1</sup>					
	Playing Court		Playground		Cumulative	
	L <sub>eq</sub>	L <sub>max</sub>	L <sub>eq</sub>	L <sub>max</sub>	L <sub>eq</sub>	L <sub>max</sub>
Residential – West	34	54	39	59	41	61
Commercial – South	33	53	59	79	59	79

<sup>1</sup> Calculated cumulative noise levels based on predicted noise levels presented in Impacts 4 & 5.  
Source: Bollard Acoustical Consultants, Inc. (2021)

For noise generated by on-site activities, the Morgan Hill Municipal Code establishes exterior noise level standards of 60 and 65 dB L<sub>eq</sub> for residential and commercial land uses, respectively. The Municipal Code noise level limits are to be assessed at the property lines of receiving uses. The Table 12 data indicate that cumulative (combined) noise level exposure from primary on-site noise sources is calculated to satisfy the applicable Morgan Hill Municipal Code exterior noise level standards at the nearest existing residential and commercial land uses.

As discussed previously, a noise impact relative to ambient conditions is identified if noise levels from on-site activities would exceed the hourly average and hourly maximum noise levels of 70 dB L<sub>eq</sub> and 93 dB L<sub>max</sub> by 1.5 dB or more. The increase in ambient noise levels resulting from combined on-site noise sources is calculated to range from 0.0 to 0.4 dB L<sub>eq</sub> and 0.0 to 0.2 dB L<sub>max</sub>.

Because cumulative (combined) noise level exposure from on-site noise sources is predicted to satisfy applicable Morgan Hill Municipal Code noise level standards at the nearest existing off-site land uses, and because cumulative noise level exposure from on-site noise sources is not expected to significantly increase ambient noise levels at those land uses, this impact is identified as being **less than significant**.

**Noise Impacts Associated with Project Construction Activities**

**Impact 7: Project Construction Noise Levels at Nearest Existing Off-Site Land Uses**

During project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point. The property lines from the nearest existing off-site land uses are located approximately 275 feet (residential to west) and 25 feet (commercial to south) away from where construction activities would occur within the project area.

Table 13 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at a distance of 50 feet. Not all of these construction activities would be required of this project. The Table 13 data also include predicted maximum equipment noise levels at the property lines of the nearest residential and commercial uses

located west and south of the project (respectively), which assumes a standard spherical spreading loss of 6 dB per doubling of distance.

**Table 13  
Construction Equipment Reference and Projected Noise Levels Noise Levels**

Equipment Description	Maximum Noise Level at 50 Feet (dB)	Predicted Maximum Noise Level (dB)	
		25 Feet	275 Feet
Air compressor	80	86	65
Backhoe	80	86	65
Ballast equalizer	82	88	67
Ballast tamper	83	89	68
Compactor	82	88	67
Concrete mixer	85	91	70
Concrete pump	82	88	67
Concrete vibrator	76	82	61
Crane, mobile	83	89	68
Dozer	85	91	70
Generator	82	91	70
Grader	85	88	67
Impact wrench	85	91	70
Loader	80	91	70
Paver	85	86	65
Pneumatic tool	85	91	70
Pump	77	91	70
Saw	76	83	62
Scarifier	83	82	61
Scraper	85	89	68
Shovel	82	91	70
Spike driver	77	88	67
Tie cutter	84	83	62
Tie handler	80	90	69
Tie inserter	85	86	65
Truck	84	91	70

Source: Federal Transit Administration Noise and Vibration Impact Assessment Manual, Table 7-1 (2018)

Based on the equipment noise levels in Table 13, noise levels from project construction are predicted to range from 61 to 70 dB L<sub>max</sub> at the nearest residential use (west), and from 82 to 91 dB L<sub>max</sub> at the nearest commercial use (south). As mentioned previously, not all of these construction activities would be required of this project.

As noted in the Regulatory Setting Section of this report, Section 8.28.040(D) of the Morgan Hill Municipal Code exempts construction noise provided that such activities do not occur during set hours. Specifically, construction activities are prohibited other than between the hours of 7:00 a.m. and 8:00 p.m., Monday through Friday and between the hours of 9:00 a.m. to 6:00 p.m. on Saturday. Further, construction activities may not occur on Sundays or federal holidays. Provided project construction activities occur during these hours and days, construction activities would be exempt, and this impact would be considered less than significant.

However, if construction activities are proposed during the hours not exempted by Municipal Code Section 8.28.040(D), noise levels generated by construction activities would likely exceed the applicable Municipal Code exterior noise level standards at the nearest residential and commercial uses to the west and south, respectively. As a result, noise impacts associated with construction activities are identified as being ***potentially significant***.

**Mitigation Impact 7:** Construction Noise Control Measures

**MM 7:** To the maximum extent practical, the following measures should be incorporated into the project construction operations:

- Noise-generating construction activities shall not occur within the hours identified in Municipal Code Section 8.28.040(D).
- The project shall utilize temporary construction noise control measures including the use of temporary noise barriers, or other appropriate measures as mitigation for noise generated during construction of projects.
- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receptors.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

**Significance of Impact 7 after Mitigation: *Less than Significant***

**Vibration Impacts Associated with Project Activities**

**Impact 8: Project Construction and On-Site Activities Vibration Levels at Sensitive Receptors**

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. The nearest existing off-site sensitive receptors have been identified as residential structures located approximately 350 feet from construction activities which would occur within the project area.

Table 14 includes the range of vibration levels for equipment commonly used in general construction projects at a distance of 25 feet. The Table 14 data also include predicted equipment vibration levels at the nearest existing off-site residences located approximately 350 feet away.

**Table 14  
Vibration Source and Projected Levels for Construction Equipment**

Equipment	Approximate RMS L <sub>v</sub> <sup>1</sup>	
	Reference Level at 25 Feet <sup>2</sup>	Predicted Level at 350 Feet
Vibratory roller	94	59
Large bulldozer	87	58
Loaded trucks	86	55
Jackhammer	79	54
Small bulldozer	58	<50

<sup>1</sup> RMS velocity in decibels (VdB) re 1 micro-inch/second  
<sup>2</sup> Reference vibration level obtained from the Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual (2018).

Because vibration levels generated by the type of construction equipment which will be required for this project dissipates very rapidly with distance, vibration levels at the nearest residences are expected to be well below 70 VdB RMS over the course of project construction activities. Construction-generated vibration levels of less than the 70 VdB RMS at nearby existing sensitive receptors would satisfy the strictest Federal Transportation Authority (FTA) groundborne vibration impact criteria of 72 VdB for residences shown in Table 2 (regardless of number of vibration events from a source). Therefore, project construction would not result in the exposure of persons to excessive groundborne vibration levels.

The primary sources of vibration within the immediate vicinity of the project site have been identified as traffic and railroad. Vibration levels associated with these sources dissipate very rapidly with distance. Further, results from the BAC vibration survey on April 13, 2021, indicate that measured vibration levels within the project area did not exceed 60 VdB RMS, which is well below the strictest FTA groundborne vibration impact criteria for residences in Table 2. Based on the information above and given the distances from the railroad track and adjacent roadway, exposure of persons to excessive groundborne vibration levels at the project site is not expected.

Finally, the project proposes the development of a residential uses. It is the experience of BAC that residential uses do not typically have equipment that generates appreciable vibration. Further, it is our understanding that the project does not propose equipment that will produce appreciable vibration.

Because vibration levels due to and upon the project will satisfy the applicable FTA groundborne impact vibration criteria, this impact is identified as being **less than significant**.

**Noise Impacts Upon the Development**

The California Supreme Court issued an opinion in *California Building Industry Association v. Bay Area Air Quality Management District (2015)* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the

impact of existing conditions on a project's future users or residents. Nevertheless, the City of Morgan Hill has policies that address existing/future conditions affecting the proposed project, which are discussed in the following section.

## **On-Site Traffic & Railroad Noise Impacts**

The project proposes the construction of residential uses within the project area. The following impact analyses address future traffic and railroad noise exposure at the exterior and interior areas of the proposed residential uses.

### **Impact 9: Future Exterior Traffic & Railroad Noise Levels at Project Site**

The FHWA Model was used with future traffic data to predict future Monterey Road traffic noise levels at the project site. The future (Cumulative [General Plan 2035 Buildout No Project *with* Madrone Parkway Extension] conditions) daily traffic (ADT) volume for the roadway was calculated using data provided in the project traffic memorandums prepared by Keith Higgins Traffic Engineer and Hexagon Transportation Consultants, Inc. A complete listing of FHWA Model inputs and results are provided in Appendix H.

To predict future railroad noise exposure at the proposed residential development, BAC utilized long-term noise level measurement data obtained from a 2017 noise survey conducted by BAC for the Harvest Park II Residential Development located south of the project area adjacent to the same UPRR track. According to BAC file data, day-night average railroad noise level exposure along the same UPRR track was computed to be 71 dB DNL at a distance of approximately 260 feet from the center of the track. Future railroad activity would be limited to the number of operations which could reasonably occur on the single set of tracks over a 24 hour period. For purposes of this analysis, it was assumed that a future increase in rail activity could occur along the tracks parallel to the project site.

The predicted future traffic and railroad noise level data cited above were projected to the nearest proposed building facades of residences and common outdoor recreation areas of the development. The results of that analysis are summarized in Table 15. For the purposes of this analysis, the primary common outdoor recreation areas of the development were identified as the centrally located play lawn areas. The project also proposes outdoor areas including a basketball court and tot lots (active recreation uses), but such noise sources are typically considered to be noise-generating rather than noise-sensitive. The locations of the primary common outdoor recreation areas are shown on Figure 2.



**Table 15**  
**Predicted Future Combined Exterior Traffic & Railroad Noise Levels at Project Site**

Location <sup>1</sup>	Offset (dB)	Future Exterior DNL (dB) <sup>3,4</sup>
Common Outdoor Recreation Areas – Play Lawns (2)	-7	63
Nearest First-Floor Building Facades		76
Nearest Upper-Floor Building Facades	+3	79
<sup>1</sup> Primary common outdoor recreation area locations are shown on Figure 2. <sup>2</sup> A +3 dB offset was applied at upper-floor locations to account for reduced ground absorption at elevated locations. Negative offsets were applied where proposed intervening buildings would provide screening. <i>Source: Bollard Acoustical Consultants, Inc. (2021)</i>		

Table SSI-1 of the Morgan Hill General Plan (Table 3 of this report) includes the State of California Land Use Compatibility Guidelines for Community Noise Environments. For new multiple-family residential land uses, such as those proposed by the project, the General Plan table indicates a normally acceptable exterior noise level of up to 65 dB DNL for common outdoor recreation areas. The table also identifies a conditionally allowable exterior noise level of up to 70 dB DNL at those locations, provided that a detailed analysis of noise reduction requirements is made, and the needed noise insulation features are included in building design. Finally, General Plan Policy SSI-8.1 states that the maximum outdoor noise level for new residences near railroad tracks shall be 70 dB DNL, recognizing that train noise is characterized by relatively few loud events.

As indicated in Table 15, future combined traffic and railroad noise level exposure is predicted to satisfy the Morgan Hill General Plan's normally acceptable and conditionally acceptable exterior noise level limits of 65 and 70 dB DNL at the primary common outdoor recreation areas of the development (play lawns). As a result, this impact is identified as being ***less than significant***.

#### **Impact 10: Future Interior Traffic & Railroad Noise Levels at Project Site**

Policy SSI-8.1 of the Morgan Hill General Plan utilizes an interior noise level standard of 45 dB DNL for new residential housing units. Policy SSI-8.1 further states that noise levels in new residential development exposed to an exterior DNL of 60 dB or greater should be limited to a maximum instantaneous interior noise level (e.g., trucks on busy streets, train warning whistles) of 50 dB L<sub>max</sub> in bedrooms and 55 dB L<sub>max</sub> in all other habitable rooms.

As indicated in Table 15, future combined noise exposure from Monterey Road traffic and UPRR railroad operations is predicted to be 76 dB DNL at the first-floor building facades of residences proposed nearest to those noise sources. Due to reduced ground absorption at elevated positions, noise levels at the upper-floor facades of those residences are predicted to approach approximately 79 dB DNL. To satisfy the General Plan 45 dB DNL interior noise level standard, minimum noise reductions of 31 dB and 34 dB would be required of the first- and upper-floor building facades (respectively) of residences constructed nearest to Monterey Road and the UPRR track.

Using audio recordings collected at site LT-1 during the monitoring period, it was possible to identify maximum noise levels associated with discrete train passbys at the project site. In the

analysis of 25 train passbys during the 48-hour monitoring effort, it was determined that maximum noise levels associated with train passbys ranged from 81 to 99 dB L<sub>max</sub> (calculated average of 92 dB L<sub>max</sub>) at approximately 160 feet from the center of the track. The measured railroad passbys included noise associated with train cars, warning horn usage, and at-grade crossing bells. Based on a calculated average of 92 dB L<sub>max</sub> at 160 feet, train passby noise levels are projected to be approximately 90 dB L<sub>max</sub> at the building facades proposed nearest to the track located approximately 200 feet away. To satisfy the General Plan 50 dB L<sub>max</sub> interior noise level standard (applicable to bedrooms), a minimum noise reduction of 40 dB would be required of the first- and upper-floor building facades of residences constructed nearest to the UPRR track. To satisfy the General Plan 55 dB L<sub>max</sub> interior noise level standard (applicable to all other habitable rooms), a minimum noise reduction of 35 dB would be required of the nearest first- and upper-floor building facades.

Standard building construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Therefore, window and door construction upgrades would be warranted for portions of the development. As a result, this impact is identified as being **potentially significant**.

#### Mitigation Impact 10:

To reduce future traffic and railroad noise level exposure to a state of compliance with the applicable Morgan Hill General Plan interior noise level limits, implementation of the following noise mitigation measures would be required:

**MM-10A:** To comply with the General Plan's interior noise level criteria *including* a factor of safety, it is recommended that the windows and doors of the building locations identified on Figures 4 and 5 be upgraded to the minimum STC rating indicated. Figure 4 shows the locations and associated STC ratings needed for bedroom windows/doors. Figure 5 illustrates the locations and associated STC ratings required for all other habitable room windows/doors. Finally, mechanical ventilation (air conditioning) should be provided to all residences of the development allow the occupants to close doors and windows as desired for additional acoustical isolation.

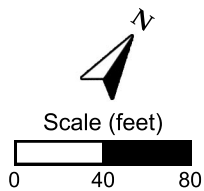
**MM-10B:** Disclosure statements should be provided to all prospective residents of this development notifying of elevated noise levels during railroad passages, particularly during nighttime operations and periods of warning horn usage.

**Significance of Impact 10 after Mitigation: *Less than Significant***



**Legend** Recommended Window & Door Construction (All Floors)

- █ STC-32
- █ STC-33
- █ STC-35
- █ STC-37
- █ STC-45



**Manzanita Park Subdivision**  
Morgan Hill, California

Mitigation Measure 10A  
50 dB Lmax in Bedrooms

**Figure 4**

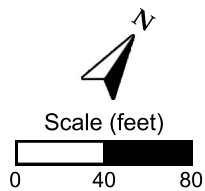






**Legend** Recommended Window & Door Construction (All Floors)

- █ STC-27
- █ STC-32
- █ STC-40



**Manzanita Park Subdivision**  
Morgan Hill, California

Mitigation Measure 10A  
55 dB Lmax in All Other Habitable Rooms

**Figure 5**



This concludes BAC's noise and vibration assessment of the Manzanita Park Subdivision project in Morgan Hill, California. Please contact BAC at (916) 663-0500 or [dariog@bacnoise.com](mailto:dariog@bacnoise.com) if you have any comments or questions regarding this report.

## Appendix A Acoustical Terminology

<b>Acoustics</b>	The science of sound.
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel or dB</b>	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
<b>IIC</b>	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
<b>L<sub>dn</sub></b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>Leq</b>	Equivalent or energy-averaged sound level.
<b>L<sub>max</sub></b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>Masking</b>	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
<b>Noise</b>	Unwanted sound.
<b>Peak Noise</b>	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
<b>RT<sub>60</sub></b>	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
<b>STC</b>	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.





## **Appendix B**

### **Morgan Hill Municipal Code – Noise**

#### Chapter 8.28 - NOISE

##### 8.28.010 - Council findings and declarations.

The city council finds and declares as follows:

- A. That the making, creation or maintenance of loud, unnecessary, unnatural or unusual noises which are prolonged, unusual and unnatural in their time, place and use affect and are a detriment to the public health, comfort, convenience, safety, welfare and prosperity of the residents of the city; and
- B. That the necessity in the public interest for the provisions and prohibitions set forth in this chapter is declared as a matter of legislative determination and public policy, and it is further declared that the provisions of this chapter are in pursuance of, and for the purpose of, securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the city and its inhabitants.

(Ord. 328 N.S. § A (part), 1972)

##### 8.28.020 - Unlawful behavior defined.

It is unlawful for any person to make or continue, or cause to be made or continued, any loud, disturbing, unnecessary or unusual noise or any noise which annoys, disturbs, injures, or endangers the comfort, health, repose, peace, or safety of another person within the city.

(Ord. 328 N.S. § A (part), 1972)

(Ord. No. 2276 N.S., § 29, 5-2-2018)

##### 8.28.030 - Police and fire sirens exempted from chapter provisions.

Nothing in this chapter shall be construed to prevent the proper use of a siren or other alarm by a police, fire or authorized emergency vehicle as defined in the California Vehicle Code. Likewise, any stationary fire alarm operated by the fire department of the city is exempt from the provisions of this chapter.

(Ord. 328 N.S. § A (part), 1972)

##### 8.28.040 - Enumeration of unlawful noises.

Unlawful noises include:

- A. Animals and Birds. The keeping of any animal or bird which, by causing frequent or long-continued noise, disturbs the comfort or repose of any person in the vicinity;
- B. Auto Body Repairs.
  - 1. The repairing of any auto body, or part thereof, except within a completely enclosed building and the noises therefrom are reasonably confined to such building, and
  - 2. The repairing of any auto body, or part thereof, between the hours of eight p.m. and seven a.m., which shall be deemed a violation of the provisions of this section;

- C. Blowers, Fans, and Combustion Engines. The operation of any noise-creating blower, power fan or internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, unless the noise from such blower or fan is muffled and such engine is equipped with a muffler device to deaden such noise;
- D. 1. Construction activities as limited below. "Construction activities" are defined as including but not limited to excavation, grading, paving, demolition, construction, alteration or repair of any building, site, street or highway, delivery or removal of construction material to a site, or movement of construction materials on a site. Construction activities are prohibited other than between the hours of seven a.m. and eight p.m., Monday through Friday and between the hours of nine a.m. to six p.m. on Saturday. Construction activities may not occur on Sundays or federal holidays. No third person, including but not limited to landowners, construction company owners, contractors, subcontractors, or employers, shall permit or allow any person working on construction activities which are under their ownership, control or direction to violate this provision. Construction activities may occur in the following cases without violation of this provision:
- a. In the event of urgent necessity in the interests of the public health and safety, and then only with a permit from the chief building official, which permit may be granted for a period of not to exceed three days or less while the emergency continues and which permit may be renewed for periods of three days or less while the emergency continues.
  - b. If the chief building official determines that the public health and safety will not be impaired by the construction activities between the hours of eight p.m. and seven a.m., and that loss or inconvenience would result to any party in interest, the chief building official may grant permission for such work to be done between the hours of eight p.m. and seven a.m. upon an application being made at the time the permit for the work is issued or during the progress of the work.
  - c. The city council finds that construction by the resident of a single residence does not have the same magnitude or frequency of noise impacts as a larger construction project. Therefore, the resident of a single residence may perform construction activities on that home during the hours in this subsection, as well as on Sundays and federal holidays from nine a.m. to six p.m., provided that such activities are limited to the improvement or maintenance undertaken by the resident on a personal basis.
  - d. Public work projects are exempt from this section and the public works director shall determine the hours of construction for public works projects.
  - e. Until November 30, 1998, construction activities shall be permitted between the hours of ten a.m. to six p.m. on Sundays, subject to the following conditions. No power-driven vehicles, equipment or tools may be used during construction activities, except on the interior of a building or other structure which is enclosed by exterior siding (including windows and doors) and roofing, and which windows and doors are closed during construction activities. Construction activities must be situated at least one hundred fifty feet from the nearest occupied dwelling. No delivery or removal of construction material to a site, or movement of construction materials on a site, is permitted. No activity, including but not limited to the playing of radios, tape players, compact disc players or other devices, which creates a loud or unusual noise which offends, disturbs or harasses the peace and quiet of the persons of ordinary sensibilities beyond the confines of the property from which the sound emanates is allowed.
2. If it is determined necessary in order to ensure compliance with this section, the chief building official may require fences, gates or other barriers prohibiting access to a construction site by construction crews during hours in which construction is prohibited by this subsection. The project manager of each project shall be responsible for ensuring the fences, gates or barriers are locked and/or in place during hours in which no construction is

allowed. This subsection shall apply to construction sites other than public works projects or single dwelling units which are not a part of larger projects.

- E. Defective or Loaded Vehicles. The use of any automobile, motorcycle or vehicle so out of repair, so loaded, or in such manner as to create loud and unnecessary grating, grinding, rattling or other noise;
- F. Exhausts. The discharge into the open air of the exhaust of any steam engine, stationary internal combustion engine, motorboat or motor vehicle except through a muffler or other device which will effectively prevent loud or explosive noises therefrom;
- G. Loading or Unloading Vehicles and Opening Boxes. The creation of loud and excessive noise in connection with loading or unloading any vehicle or the opening and destruction of bales, boxes, crates and containers;
- H. Loudspeakers, Amplifiers and Similar Advertising Devices. The using or operating or permitting to be played, used or operated, of any radio receiving set, musical instrument, phonograph, loudspeaker, sound amplifier or other machine or device for the producing or reproducing of sound which is cast upon the public streets for the purpose of commercial advertising or attracting the attention of the public to any building or structure;
- I. Noises Adjacent to Schools, Courts, Churches and Hospitals. The creation of any excessive noise on any street adjacent to any school, institution of learning, church or court while the same is in use or adjacent to any hospital, which noise unreasonably interferes with the workings of such institution or which disturbs or unduly annoys patients in the hospital; provided, conspicuous signs are displayed in such streets indicating that the street is adjacent to a school, hospital or court;
- J. Pile Drivers, Hammers and Similar Equipment. The operation, between the hours of eight p.m. and seven a.m. of any pile driver, steam shovel, pneumatic hammer, derrick, steam or electric hoist or other appliance, the use of which is attended by loud or unusual noise;
- K. Radios, Phonographs, Musical Instruments and Similar Devices.
  - 1. The using or operating, or permitting to be played, used or operated, of any radio receiving set, musical instrument, phonograph or other machine or device for the producing or reproducing of sound in such manner as to disturb the peace, quiet and comfort of the neighborhood inhabitants or at any time with louder volume than is necessary for convenient hearing for the persons who are in the room, vehicle or chamber in which such machine or device is operated and who are voluntary listeners thereto, and
  - 2. The operation of any such set, instrument, phonograph, machine or device between the hours of eleven p.m. and seven a.m. in such manner as to be plainly audible at a distance of fifty feet from the building, structure or vehicle in which such device is located which shall be prima facie evidence of a violation of the provisions of this section;
- L. Shouting by Hawkers and Peddlers. The shouting and crying of peddlers, hawkers and vendors which disturb the peace and quiet of the neighborhood;
- M. Steam Whistles. The blowing of any locomotive steam whistle or steam whistle attached to any stationary boiler except to give notice of the time to begin or stop work, or as a warning of fire or danger, or upon the request of proper city authorities;
- N. Vehicle Horns and Signaling Devices.
  - 1. The sounding of any horn or signaling device on any automobile, motorcycle, streetcar or other vehicle on any street or public place of the city except as a danger warning,
  - 2. The creation, by means of any such signaling device of any unreasonably loud or harsh sound,
  - 3. The sounding of any such device for an unnecessary and unreasonable period of time,
  - 4. The use of any signaling device except one operated by hand or electricity,

5. The use of any horn, whistle or other device operated by engine exhaust, and
6. The use of any such signaling device when traffic is delayed for any reason.

(Ord. 1405 N.S. § 1, 1998; Ord. 1196 N.S. § 4 Exh. A, 1994; Ord. 328 N.S. § A (part), 1972)

(Ord. No. 2276 N.S., § 29, 5-2-2018)

8.28.050 - Violation.

It is unlawful for any person to violate any of the provisions of this chapter.

(Ord. No. 2276 N.S., § 29, 5-2-2018)

**Editor's note—** Ord. No. 2276 N.S., § 29, adopted May 2, 2018, amended § 8.28.050 in its entirety to read as herein set out. Former § 8.28.050 pertained to violation—penalty and derived from Ord. 328 N.S., § A(part), adopted in 1972; Ord. 1192 N.S., § 13, adopted in 1994; and Ord. 1320 N.S., § 8, adopted in 1997.

## Chapter 18.76 - PERFORMANCE STANDARDS

**18.76.010 - Purpose.** This chapter establishes performance standards for uses and activities to protect the community from nuisances, hazards, and objectionable conditions; promote compatibility of different land uses; and to protect environmental resources.

18.76.090 - Noise.

- A. No land use or activity may produce a noise level in excess of the standards in Table 18.76-1.

Table 18.76-1: Maximum Noise Levels

Receiving Land Use	Maximum Noise Level at Lot Line of Receiving Use [1]
Industrial and Wholesale	70 dbA
Commercial	65 dbA
Residential or Public/Quasi Public	60 dbA

Notes:

[1] The planning commission may allow an additional 5 dbA noise level at the lot line if the maximum noise level shown in Table 18.76-1 cannot be achieved with reasonable and feasible mitigation.

- B. Noise standards in Table 18.76-1 do not apply to noise generated by vehicle traffic in the public right-of-way or from temporary construction, demolition, and vehicles that enter and leave the site of the noise-generating use (e.g., construction equipment, trains, trucks).
- C. All uses and activities shall comply with Municipal Code Chapter 8.28 (Noise).

(Ord. No. 2277 N.S., § 5(Exh. A), 6-6-2018)

**Appendix C-1**  
**FHWA Highway Traffic Noise Prediction Model Data Inputs**  
**Manzanita Park Subdivision**  
**File Name: 2021-065 01 Existing**  
**Model Run Date: 5/27/2021**



Segment	Intersection	Direction	ADT	Day %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance
1	Monterey Rd / Tilton Ave	North	21,280	80	20	2	1	55	100
2		South	21,740	80	20	2	1	50	100
3		East							
4		West	6,100	80	20	2	1	35	100


Note: Blank cells represent roadways for which no traffic data was provided.





**Legend**

- [A] Intersection of Tilton Avenue & Monterey Road
- [B] Property Boundary Facing Site V-1
- [C] Site LT-1: 37° 9'18.65"N, 121°40'33.63"W
- [D] Site V-1: 37° 9'17.10"N, 121°40'32.12"W

 Location of noise monitoring equipment

Manzanita Park Subdivision  
Morgan Hill, California

Photographs of Survey Locations

Appendix D





**Appendix E-1**  
**Ambient Noise Monitoring Results - Site LT-1**  
**Manzanita Park Subdivision - Morgan Hill, California**  
**Wednesday, April 14, 2021**

Hour	Leq	Lmax	L50	L90
12:00 AM	54	77	40	36
1:00 AM	67	97	39	34
2:00 AM	69	99	41	38
3:00 AM	57	80	44	40
4:00 AM	60	85	51	44
5:00 AM	67	90	59	51
6:00 AM	68	86	63	56
7:00 AM	69	91	63	56
8:00 AM	65	86	58	50
9:00 AM	66	88	57	50
10:00 AM	64	84	58	50
11:00 AM	65	87	58	49
12:00 PM	64	83	57	48
1:00 PM	65	80	58	50
2:00 PM	67	91	62	53
3:00 PM	67	85	64	57
4:00 PM	67	89	64	58
5:00 PM	69	94	63	57
6:00 PM	73	102	63	56
7:00 PM	70	98	60	54
8:00 PM	68	98	58	50
9:00 PM	70	99	53	44
10:00 PM	64	93	50	42
11:00 PM	59	88	43	39

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	73	64	68	69	54	65
Lmax (Maximum)	102	80	90	99	77	88
L50 (Median)	64	53	60	63	39	48
L90 (Background)	58	44	52	56	34	42

Leq (Average)
Lmax (Maximum)
L50 (Median)
L90 (Background)

Computed DNL, dB	72
% Daytime Energy	77%
% Nighttime Energy	23%

GPS Coordinates	37° 9'18.65" N
	121°40'33.63" W

**Appendix E-2**  
**Ambient Noise Monitoring Results - Site LT-1**  
**Manzanita Park Subdivision - Morgan Hill, California**  
**Thursday, April 15, 2021**

Hour	Leq	Lmax	L50	L90
12:00 AM	56	83	40	36
1:00 AM	66	98	40	37
2:00 AM	55	78	42	38
3:00 AM	69	99	46	41
4:00 AM	61	84	53	45
5:00 AM	67	89	59	53
6:00 AM	68	89	60	53
7:00 AM	67	89	61	55
8:00 AM	70	94	62	55
9:00 AM	70	93	62	53
10:00 AM	69	95	63	53
11:00 AM	69	96	59	51
12:00 PM	66	92	59	50
1:00 PM	66	83	61	52
2:00 PM	68	92	61	53
3:00 PM	69	94	65	59
4:00 PM	68	89	64	58
5:00 PM	68	94	64	57
6:00 PM	74	101	63	57
7:00 PM	70	98	61	54
8:00 PM	71	101	58	52
9:00 PM	68	98	55	47
10:00 PM	62	82	52	42
11:00 PM	61	88	44	38

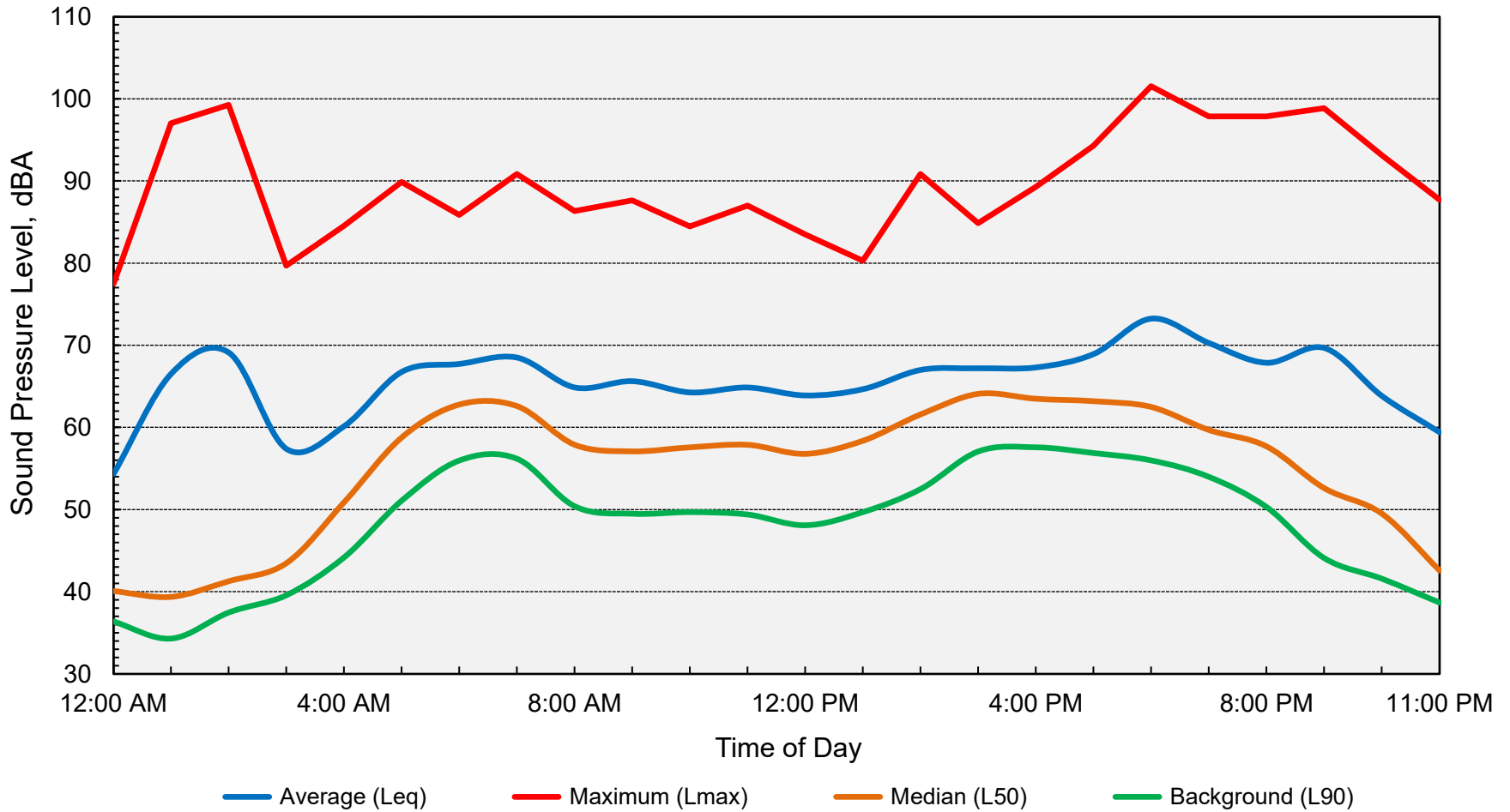
Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	74	66	69	69	55	65
Lmax (Maximum)	101	83	94	99	78	88
L50 (Median)	65	55	61	60	40	49
L90 (Background)	59	47	54	53	36	43

Leq (Average)
Lmax (Maximum)
L50 (Median)
L90 (Background)

Computed DNL, dB	72
% Daytime Energy	82%
% Nighttime Energy	18%

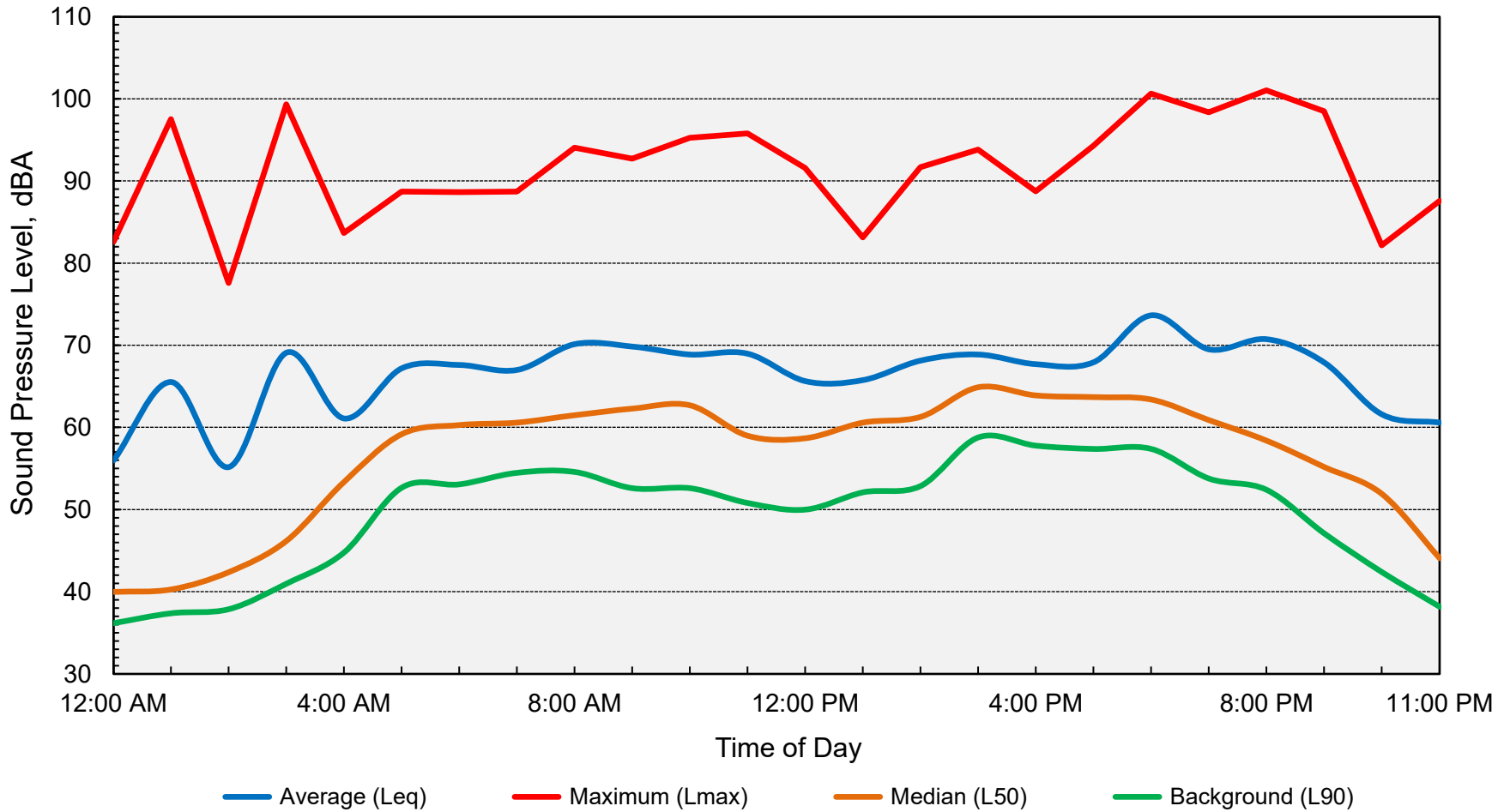
GPS Coordinates	37° 9'18.65" N
	121°40'33.63" W

**Appendix F-1**  
**Ambient Noise Monitoring Results - Site LT-1**  
**Manzanita Park Subdivision - Morgan Hill, California**  
**Wednesday, April 14, 2021**



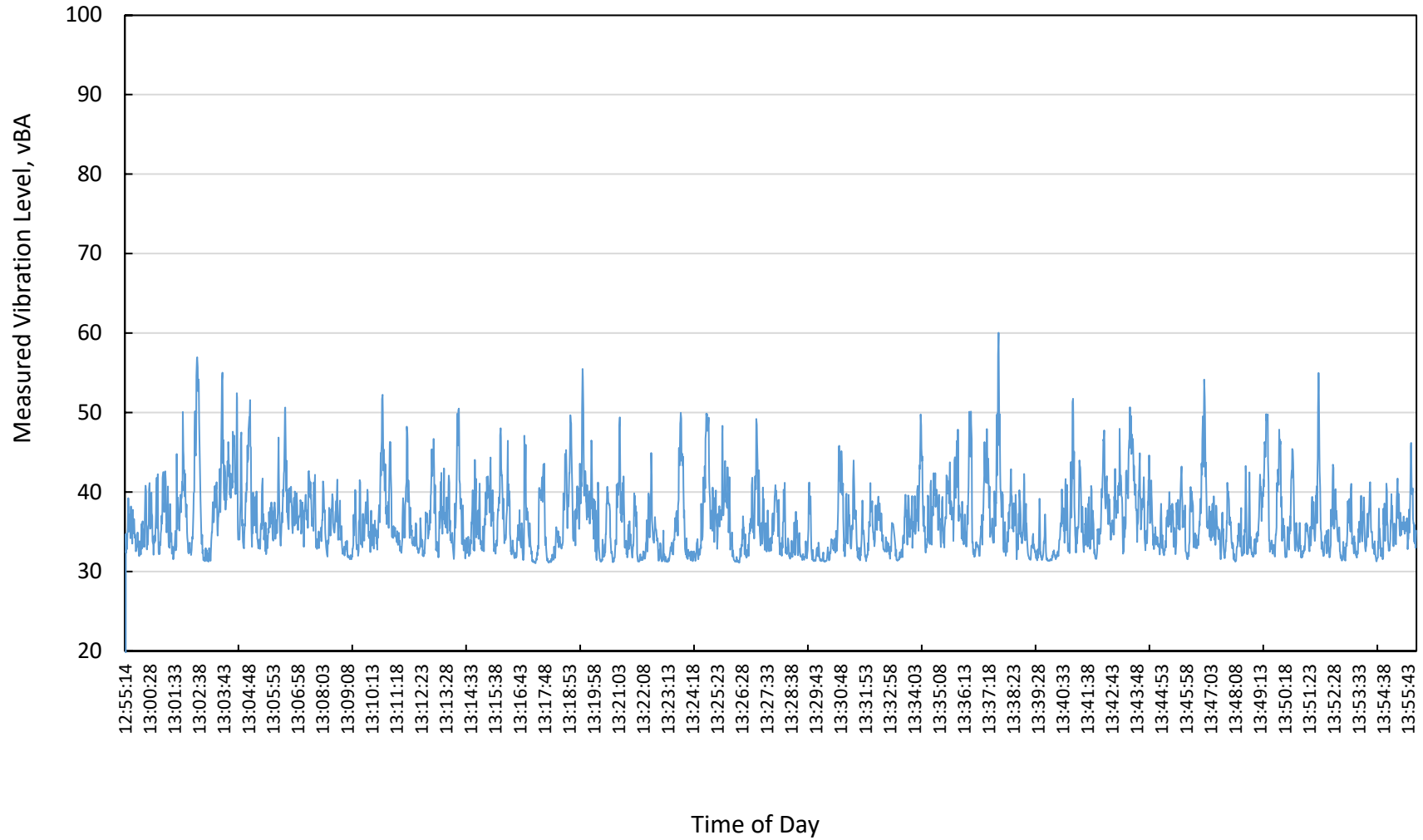
**Computed DNL = 72 dB**

**Appendix F-2**  
**Ambient Noise Monitoring Results - Site LT-1**  
**Manzanita Park Subdivision - Morgan Hill, California**  
**Thursday, April 15, 2021**



**Computed DNL = 72 dB**

Appendix G  
Vibration Measurement Results - Site V-1  
Manzanita Park Subdivision  
April 13, 2021



## **Appendix F**

### **Trip Generation and Operations Analysis**





## Memorandum

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**Date:** May 4, 2021  
**To:** Nick Pappani, Raney Planning & Management, Inc.  
**From:** Robert Del Rio, T.E., Luis Descanzo  
**Subject:** Trip Generation and Operations Analysis for the Proposed Manzanita Residential Development in Morgan Hill, California

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Hexagon Transportation Consultants, Inc. has completed a trip generation and operations analysis for the proposed Manzanita Park residential development project located at the northeast corner of the intersection of Monterey Road and Tilton Avenue in Morgan Hill, California (APN: 725-01-018) (see Figure 1). The project as proposed consists of the construction of 67 residential units spread between 12 three-story buildings on a vacant site (see Figure 2 for site plan). The project would extend Tilton Avenue eastward from its existing terminus at Monterey Road, thereby bisecting the project site into a north parcel consisting of 43 residential units and a south parcel consisting of 24 residential units. Access to the north parcel would be provided via one full access driveway and one egress-only driveway along the Tilton Avenue extension. Access to the south parcel would be provided via one full access driveway and one ingress-only driveway along the Tilton Avenue extension. The methodology, results, and recommendations of the analysis are discussed below.

### Scope of Study

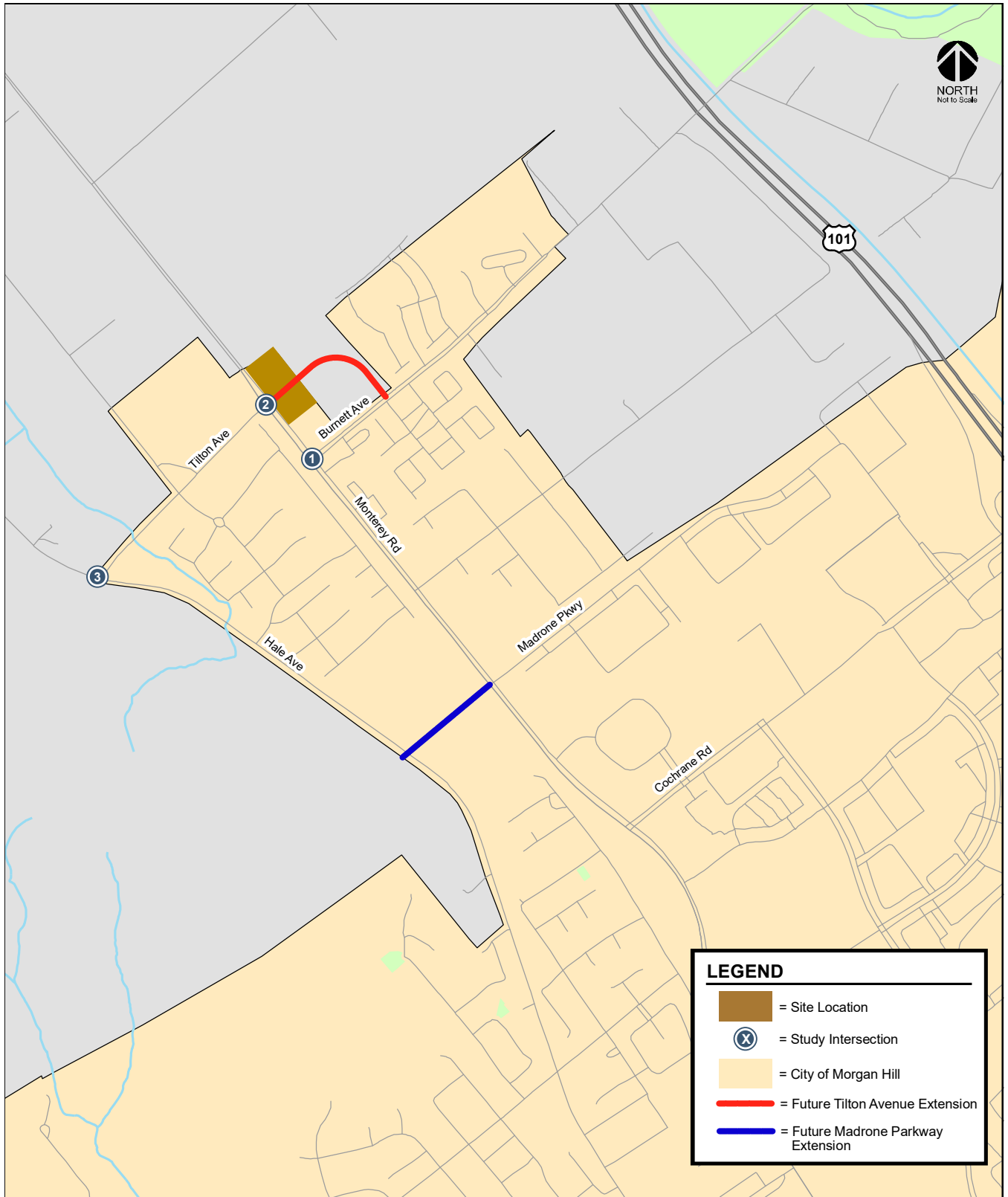
The current General Plan, *Morgan Hill 2035 General Plan*, adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, this traffic operations analysis based upon peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The traffic operations analysis supplements the CEQA required VMT analysis provided in a separate memorandum. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The purposes of the trip generation and operations analysis are to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project and to determine whether a comprehensive traffic study is required for the proposed project. The analysis consists of an evaluation of trip generation and peak-hour intersection level of service analysis at intersections in the immediate vicinity of the project site. Traffic conditions were evaluated for the scenarios listed below.

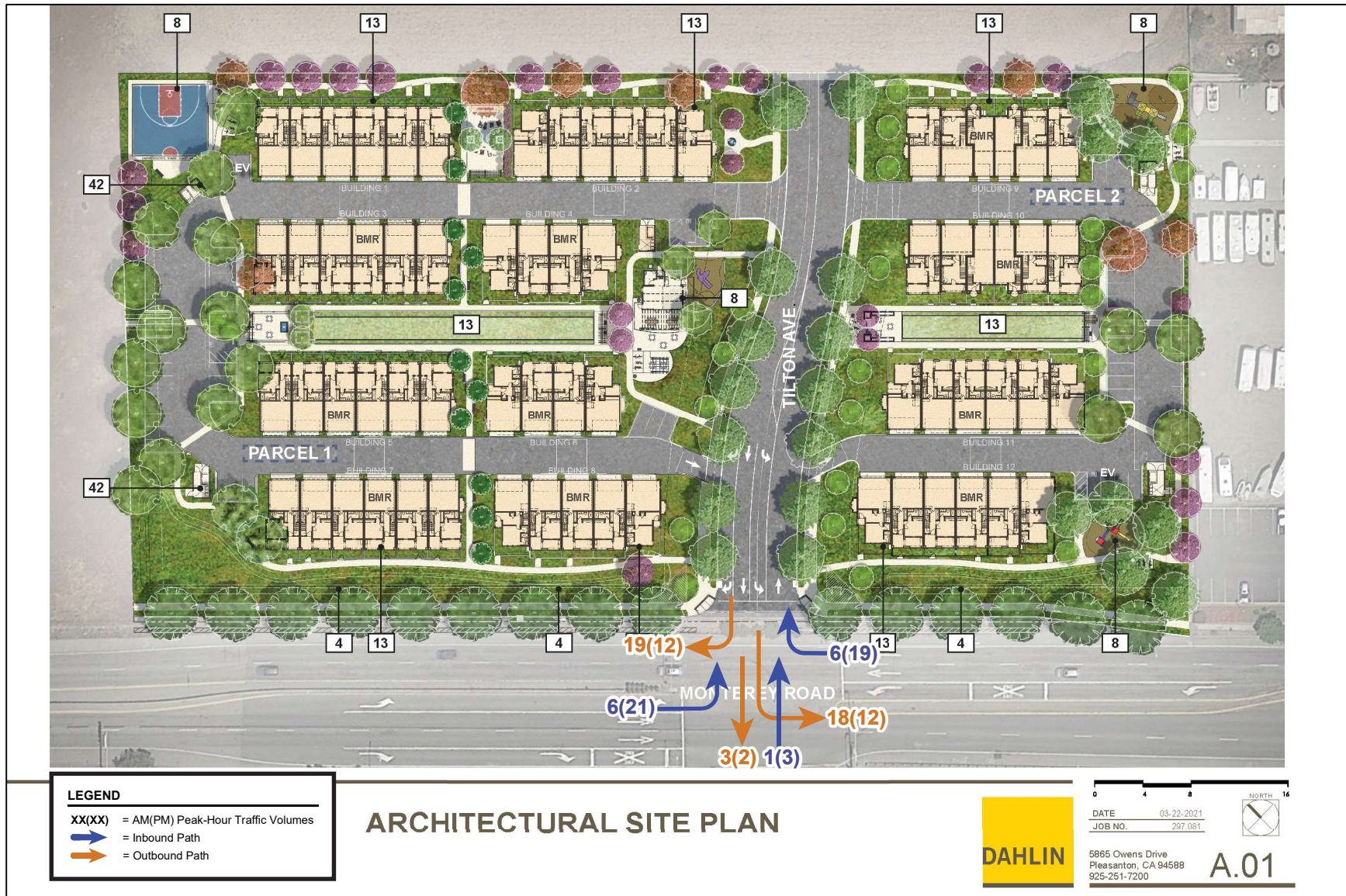
**Existing Conditions.** Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. New traffic counts are not currently being collected due to the current COVID-19 pandemic and its effects on normal traffic conditions. Therefore, existing traffic volumes were represented by pre-pandemic traffic counts with a 1.5% compound annual growth factor applied to counts more than two years old.

**Existing Plus Project Conditions.** Existing plus project peak-hour traffic volumes were estimated by adding to the existing traffic volumes the additional traffic that would be generated by the

**Figure 1**  
**Site Location and Study Intersections**



**Figure 2**  
**Site Plan and Project Trips at Driveways**





proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects of the proposed project on existing traffic conditions.

**Year 2035 General Plan Conditions (With the Madrone Extension).** Year 2035 General Plan conditions represent future traffic volumes on the future transportation network. The future transportation network assumes completion of the planned General Plan roadway network including the extension of Madrone Parkway between Monterey Road and Hale Avenue.

**Year 2035 General Plan with Project Conditions (With Madrone Parkway Extension).** Year 2035 General Plan with Project conditions consists of Year 2035 General Plan traffic conditions with the addition of project traffic and proposed extensions of Madrone Parkway and Tilton Avenue. Tilton Avenue is planned to be extended between Monterey Road and Burnett Avenue/Greenwood Circle.

The Madrone Parkway extension would require the construction of either an at-grade crossing or a grade-separated crossing across Union Pacific right-of-way. The feasibility of either option is not certain. If the planned Madrone Parkway extension is not constructed, the projected Year 2035 General Plan traffic patterns would change due to the increased usage of Tilton Avenue as an alternative access point between Monterey Road and Hale Avenue. Therefore, the evaluation of the following Year 2035 General Plan conditions without the Madrone Parkway extension scenarios is provided to reflect the adjustment of the projected Year 2035 General Plan traffic volumes.

**Year 2035 General Plan Conditions (Without Madrone Parkway Extension).** Year 2035 General Plan conditions consists of Year 2035 General Plan traffic conditions without the proposed Madrone Parkway extension between Monterey Road and Hale Avenue.

**Year 2035 General Plan with Project Conditions (Without Madrone Parkway Extension).** Year 2035 General Plan with Project conditions consists of Year 2035 General Plan traffic conditions with the addition of project traffic and without the proposed Madrone Parkway extension.

## Project Trip Generation Estimates and Assignment

In determining the project trip generation, the magnitude of traffic entering and existing the site is estimated for the AM and PM peak hours. Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition (2017)*. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. As proposed, the site would consist of 67 attached single-family residential units. The ITE trip generation manual does not provide trip rates specifically for attached single-family units. Therefore, the rates for “Single-Family Detached Housing” (ITE Land Use 210) were used to estimate the trips generated by the proposed project. It is expected that the trip-making characteristics of the proposed attached single-family units would be similar to those of detached single-family units since each of the proposed units will include a private two-car garage and the limited availability of transit services in the project area.

After applying the ITE trip rates, it is estimated that the project would generate 52 vehicle trips (13 inbound and 39 outbound) during the AM peak hour and 69 vehicle trips (43 inbound and 26 outbound) during the PM peak hour (see Table 1).

**Table 1  
Trip Generation Summary**

Land Use	ITE Land Use Code <sup>1</sup>	Size	AM Peak Hour			PM Peak Hour				
			Pk-Hr Rate	Trip		Pk-Hr Rate	Trip			
				In	Out		Total	In	Out	Total
<b>Proposed Land Use</b>										
Single-Family Detached Housing	210	67 Dwelling Units	0.782	13	39	52	1.03	43	26	69
Notes: <sup>1</sup> Source: ITE <i>Trip Generation Manual</i> , 10th Edition 2017.										

The directional distribution of site-generated traffic to and from the project site was estimated based on the existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, freeway access points, and the locations of complementary land uses. The peak-hour project trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern. The project trip distribution pattern and assignment of project trips at the study intersections are shown on Figure 3.

### Year 2035 Conditions Project Trip Generation Estimates

Year 2035 General Plan conditions traffic volumes were developed based on traffic forecasts produced for the City of Morgan Hill 2035 General Plan using the City’s Traffic Demand Forecasting (TDF) model. The Year 2035 General Plan traffic forecasts include land use growth and transportation improvements associated with buildout of the City’s General Plan.

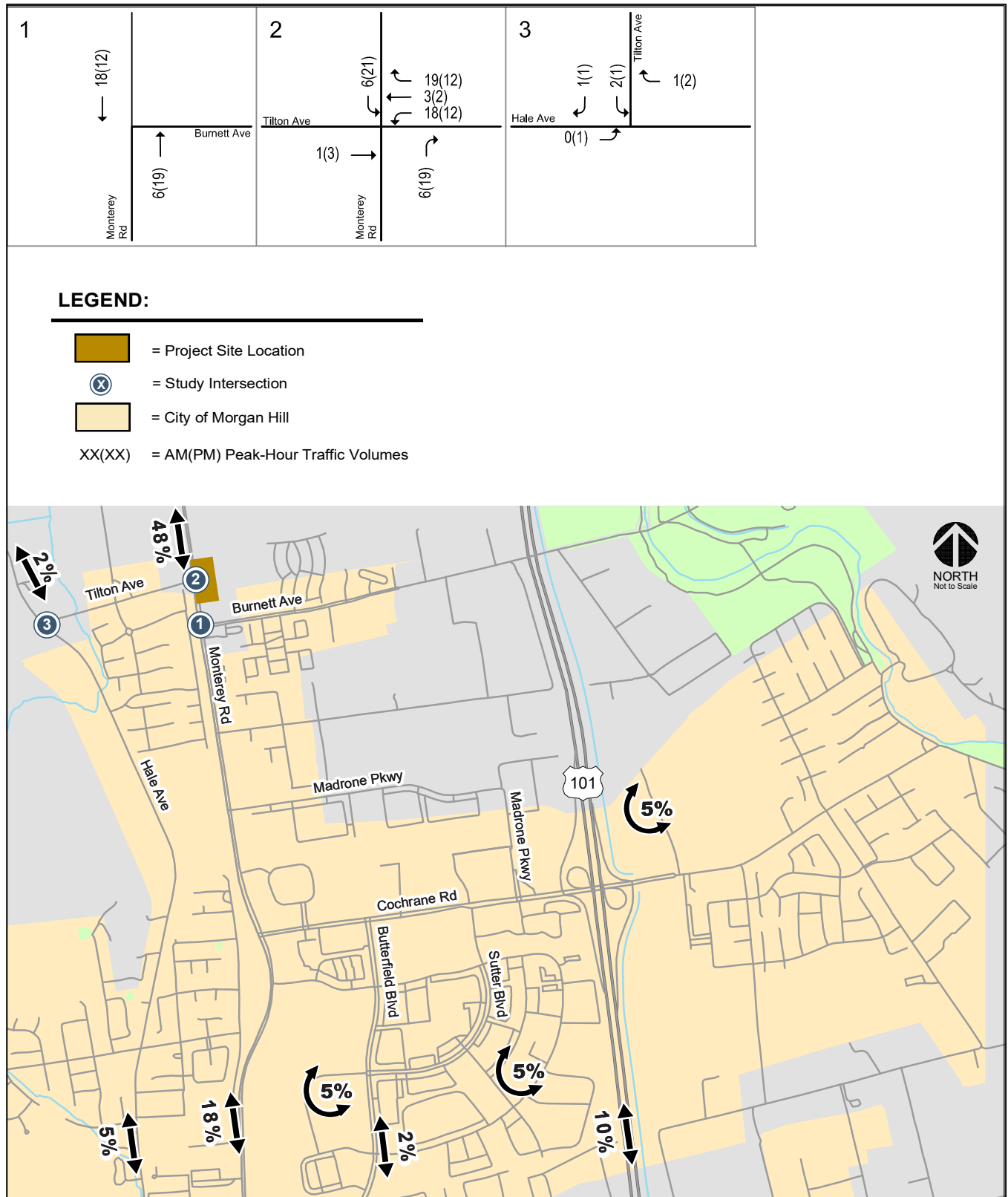
The 2035 General Plan forecasts also include trips associated with the adopted General Plan land uses for the project site. Therefore, the trips associated with the adopted General Plan land uses for the project site were removed to develop Year 2035 General Plan no project traffic volumes. Hexagon prepared trip estimates for the project site GP land uses which were estimated to consist of approximately 17 multi-family dwelling units, 1,000 s.f. of retail and service use, and 1,000 s.f. of office use and the proposed development plan. The trip estimates indicate that the proposed development plan is of greater intensity than that assumed in the General Plan traffic model for the project site. The proposed development plan would result in 42 additional AM peak-hour trips and 54 PM peak-hour trips at the project site, when compared with the land, uses included in the City’s current General Plan traffic model. The comparison of trip generation per the General Plan traffic model and proposed project are presented in Table 2.

Additionally, it should be noted that per the City’s General Plan Land Use Map, the 5.8-acre project site is a designated Mixed Use Flex land-use zone which supports between 7 to 24 dwelling units per acre. Per the land use designation and maximum allowable development standards, the project site may support up to 140 dwelling units per the General Plan.

### Intersection Level of Service Methodology

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The weekday AM peak hour of traffic generally falls within the 7:00 AM to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 PM to 6:00 PM period. It is during these times that the most congested traffic conditions occur on a typical weekday.

**Figure 3**  
**Project Trip Distribution and Assignment**





**Table 2**  
**General Plan Project Trip Generation Estimates Comparison**

Land Use	ITE Land Use Code <sup>1</sup>	Size	AM Peak Hour			PM Peak Hour				
			Pk-Hr Rate	Trip		Pk-Hr Rate	Trip			
				In	Out	Total		In	Out	Total
<b>Proposed Land Use</b>										
Single-Family Detached Housing	210	67 Dwelling Units	0.782	13	39	52	1.03	43	26	69
<b>Approved Land Uses<sup>2</sup></b>										
Multifamily Housing (Low-Rise)	220	17 Dwelling Units	0.460	2	6	8	0.56	6	4	10
Shopping Center	820	1,000 Square Feet	0.940	1	0	1	3.81	2	2	4
General Office Building	710	1,000 Square Feet	1.160	1	0	1	1.15	0	1	1
<i>Sub-Total</i>				4	6	10		8	7	15
<b>Net Project Trips</b>				<b>9</b>	<b>33</b>	<b>42</b>		<b>35</b>	<b>19</b>	<b>54</b>
Notes:										
<sup>1</sup> Source: ITE <i>Trip Generation Manual</i> , 10th Edition 2017.										

### Signalized Intersection Methodology and Standards

Signalized study intersections are subject to the City of Morgan Hill's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations based on average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
  - Main Avenue and Del Monte Avenue
  - Main Avenue and Depot Street
  - Dunne Avenue and Del Monte Avenue
  - Dunne Avenue and Monterey Avenue
  - Dunne Avenue and Church Street
  - Dunne Avenue and Depot Street
  - Cochrane Road and Monterey Road
  - Tennant Avenue and Monterey Road
  - Tennant Avenue and Butterfield Boulevard
  - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
  - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
  - Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse effect on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under no project conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

### **Unsignalized Intersections Methodology and Standards**

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the 2000 HCM methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the 2000 HCM methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The City uses a minimum acceptable level of service standard of LOS D for unsignalized intersections, in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports.

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of the intersection level of service but simply provides an indication of whether vehicular peak hour traffic volumes are, or would be, sufficient to justify the installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered, and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

### **Intersection Operations Analysis Results**

The results of the intersection level of service and signal warrant analyses under existing conditions are summarized in Table 3. The results of the intersection level of service and signal warrant analyses under Year 2035 General Plan conditions are summarized in Table 4.

#### **Existing and Existing Plus Project Conditions**

The results of the level of service analysis show that all study intersections currently operate at an acceptable LOS C or better under existing conditions. All study intersections would continue to operate at LOS C or better conditions with the addition of project traffic during the AM and PM peak hours.

The signal warrant analysis also indicates that the intersection of Hale Avenue/Tilton Avenue would have traffic volumes that would meet volume thresholds that warrant signalization during both the AM and PM peak-hours without and with project traffic. However, the intersection is projected to operate at an acceptable LOS C or better during both peak hours. Therefore, the project would not have an adverse effect at the Hale Avenue/Tilton Avenue intersection under existing plus project conditions.

### **Future Intersection Lane Geometry**

The project will extend Tilton Avenue eastward from its existing terminus at Monterey Road and bisecting the project site. Tilton Avenue would be extended from the project's eastern boundary to Burnett Avenue as part of future development. Therefore, Year 2035 conditions level of service analysis at the intersection of Monterey Road and Tilton Avenue assumes the following proposed changes to the existing lane configurations:

- Northbound Monterey Road: Addition of a separate right turn lane
- Eastbound Tilton Avenue: Conversion of the right-turn lane to a shared through-right turn lane
- New Westbound Tilton Avenue: One left turn lane, one through lane, one right turn lane

Additionally, it is assumed that the eastbound and westbound approaches will operate with protected (concurrent) left-turn phasing given that left-turn pockets would be provided and Monterey Road is an arterial roadway with two through lanes in each direction.

### **Year 2035 General Plan Conditions (With Madrone Parkway Extension)**

Under Year 2035 General Plan conditions without the project, the intersection of Monterey Road/Tilton Avenue is projected to operate at an acceptable LOS D during the PM peak-hour. The addition of project traffic would cause operations to degrade to LOS E during the PM peak-hour. Therefore, based on the results of the intersection level of service analysis, the proposed project would have an adverse effect on intersection operations during Year 2035 General Plan conditions with the Madrone Parkway extension at the Monterey Road and Tilton Avenue intersection during the PM peak hour.

The signal warrant analysis also indicates that the intersection of Hale Avenue and Tilton Avenue would have traffic volumes that would meet volume thresholds that warrant signalization during both the AM and PM peak-hours without and with project traffic. However, the intersection is projected to operate at an acceptable LOS D during both peak hours. Therefore, the project would not have an adverse effect at the Hale Avenue/Tilton Avenue intersection under Year 2035 General Plan conditions with the Madrone Parkway extension.

### **Year 2035 General Plan Conditions (Without Madrone Parkway Extension)**

Under Year 2035 General Plan conditions without the project, the intersection of Monterey Road/Tilton Avenue is projected to operate at an unacceptable LOS E during the PM peak-hour. The addition of project traffic would cause operations to degrade to LOS F during the PM peak-hour.

Additionally, the intersection of Hale Avenue/Tilton Avenue would operate at an unacceptable LOS F during the AM and PM peak-hours without and with project traffic. The signal warrant analysis indicates that the intersection of Hale Avenue and Tilton Avenue also would have traffic volumes that would meet volume thresholds that warrant signalization during both the AM and PM peak-hours without and with project traffic.

Based on the results of the intersection level of service and signal warrant analysis, the proposed project would have an adverse effect on intersection operations at the following two study intersections during Year 2035 General Plan conditions without the Madrone Parkway extension:

**Table 3**  
**Intersection Level of Service Summary – Existing and Existing Plus Project Conditions**

Int. #	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing			Existing + Project				
						Warrant Met?	Delay <sup>1</sup>	LOS	Warrant Met?	Delay <sup>1</sup>	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Monterey Road and Burnett Avenue	Signal	D	AM	03/28/19	--	15.1	B	--	15.1	B	0.0	0.002
				PM	03/28/19	--	10.0	A	--	10.1	B	0.1	0.004
2	Monterey Road and Tilton Avenue	Signal	D	AM	03/28/19	--	16.3	B	--	28.3	C	10.6	0.005
				PM	03/28/19	--	14.8	B	--	33.8	C	22.1	0.107
3	Hale Avenue and Tilton Avenue	OWSC	D	AM	10/29/13	<b>Yes</b>	15.0	B	<b>Yes</b>	15.1	C	N/A	N/A
				PM	10/29/13	<b>Yes</b>	20.0	C	<b>Yes</b>	20.2	C	N/A	N/A

<sup>1</sup>The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay.

**Table 4**  
**Intersection Level of Service Summary – Year 2035 General Plan Conditions**

Int. #	Intersection	Intersection Control	LOS Standard	Peak Hour	With Madrone Extension								Without Madrone Extension							
					Year 2035 GP No Project				Year 2035 GP Plus Project				Year 2035 GP No Project				Year 2035 GP Plus Project			
					Warrant Met?	Delay <sup>1</sup>	LOS	Warrant Met?	Delay <sup>1</sup>	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Warrant Met?	Delay <sup>1</sup>	LOS	Warrant Met?	Delay <sup>1</sup>	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Monterey Road and Burnett Avenue	Signal	D	AM	--	18.5	B	--	16.3	B	-2.4	-0.022	--	19.0	B	--	16.6	B	-2.7	-0.022
				PM	--	17.4	B	--	17.7	B	0.6	0.004	--	24.7	C	--	25.5	C	1.0	0.004
2	Monterey Road and Tilton Avenue	Signal	D	AM	--	22.0	C	--	34.8	C	14.0	0.055	--	24.5	C	--	38.1	D	13.9	0.053
				PM	--	50.7	D	--	<b>64.7</b>	<b>E</b>	<b>14.3</b>	<b>0.080</b>	--	<b>58.8</b>	<b>E</b>	--	<b>129.7</b>	<b>F</b>	<b>89.1</b>	<b>0.187</b>
3	Hale Avenue and Tilton Avenue	OWSC	D	AM	<b>Yes</b>	24.6	C	<b>Yes</b>	24.9	C	N/A	N/A	<b>Yes</b>	<b>415.0</b>	<b>F</b>	<b>Yes</b>	<b>419.0</b>	<b>F</b>	N/A	N/A
				PM	<b>Yes</b>	31.9	D	<b>Yes</b>	32.2	D	N/A	N/A	<b>Yes</b>	<b>278.1</b>	<b>F</b>	<b>Yes</b>	<b>282.6</b>	<b>F</b>	N/A	N/A

<sup>1</sup>The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one-way stop-controlled intersection are based on the stop-controlled approach with the highest delay. Bold indicates unacceptable level of service. Bold and boxed indicate significant impact.

2. Monterey Road and Tilton Avenue (PM Peak Hour)
3. Hale Avenue and Tilton Avenue (unsignalized) (AM & PM Peak Hours)

### **Adverse Intersection Operations Effects and Potential Improvements**

This section discusses the identified adverse intersection operation effects. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified adverse effects on roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

#### **2. Monterey Road and Tilton Avenue (With and Without Madrone Parkway Extension)**

The addition of a third southbound through-movement lane along Monterey Road would improve intersection operations to an acceptable LOS D or better during the PM peak hour under Year 2035 General Plan with project conditions. With the identified improvement, the intersection would operate at acceptable LOS D or better during both peak hours under Year 2035 with project conditions.

However, it should be noted that the poor level of service at the Monterey/Tilton intersection is primarily due to large southbound volumes along Monterey Road during the PM peak-hour. The large southbound volume on Monterey Road is due to the use of Monterey Road as an alternate route to congested segments of US-101 north of Cochrane Road. There were plans to widen US 101 to accommodate one additional southbound and northbound travel lane through Morgan Hill. The widening of US-101 may result in a significant reduction in use of Monterey Road as a bypass to US-101 congestion and projected traffic volumes at the Monterey Road/Tilton Avenue intersection. However, there is no definitive funding or schedule for completion for the widening of US 101. Therefore, it is recommended that the need for future improvement of the Monterey/Tilton intersection be considered upon review of the City's General Plan and potential for the widening of US 101. Per General Plan Action TR-3.F - Fees and Assessments, the project's payment of the City's Traffic Impact Fee (TIF) constitutes its contribution towards its cumulative adverse effects at the Monterey/Tilton intersection.

#### **3. Hale Avenue and Tilton Avenue (Without Madrone Parkway Extension)**

The signalization of the intersection would be necessary to improve intersection operations. Implementation of signal control would improve the intersection's level of service to LOS D or better during the AM and PM peak hours under Year 2035 General Plan with project conditions. Per General Plan Action TR-3.F - Fees and Assessments, the project's payment of the City's Traffic Impact Fee (TIF) constitutes its contribution towards its cumulative adverse effects at the Hale/Tilton intersection.

### **Site Access**

The evaluation of site access is based on the site plan prepared by Dahlin dated March 22, 2021. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles.

The project proposes to extend Tilton Avenue eastward from its existing terminus at Monterey Road. Access to the north parcel of the site would be provided via one full access driveway and one egress-only driveway along the Tilton Avenue extension. Access to the south parcel of the site would be

provided via one full access driveway and one ingress-only driveway along the Tilton Avenue extension.

Based on the project trip generation and trip assignment, it is estimated that a maximum of 43 inbound trips (28 to the north parcel and 15 to the south parcel) and 39 outbound trips (25 from the north parcel and 14 from the south parcel) would enter and exit the site during the peak hours. The estimated project trips are shown on Figure 2.

### Driveway Design and Operations

The City of Morgan Hill Design Standards specify a minimum driveway width of 16 feet and a maximum width of 24 feet. The site plan indicates that both full-access driveways along Tilton Avenue are proposed to be 25 feet wide. The City will determine whether it is necessary to narrow the driveways by 1 foot to meet the maximum driveway width standards. The ingress- and egress-only driveways, shown to be approximately 16 feet wide on the site plan, would meet City standards.

Left-turns into the full-access driveway serving the north parcel would only conflict with outbound left-turns from the driveway serving the south parcel. However, the future extension of Tilton Avenue to Burnett Avenue and development of adjacent parcels will introduce through traffic along the Tilton Avenue extension through the project site. Left-turns into and out of the full-access project driveways would then also conflict with through traffic. However, the minimal number of left-turns at the project driveways would not warrant dedicated left-turn lanes.

The ingress and egress driveways (shown as being angled and channelized on the site plan) would operate as right-in and right-out only driveways and would not conflict with other vehicular movements. However, the driveways would be located in close proximity to Monterey Road, approximately 75 feet. Exiting vehicles from the north parcel driveway would need to cross two travel lanes to access the westbound left-turn lane and may block the lanes on Tilton Avenue at the intersection if more than two vehicles are queued at the intersection.

**Recommendation:** It is recommended that the right-in and right-out only driveways be eliminated. Consolidating all project traffic to the full access four-legged intersection would not create operational issues along the Tilton Avenue extension and would eliminate potential lane blockage on Tilton Avenue at Monterey Road. The driveways can be gated for emergency vehicle access use only if required.

### Sight Distance

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Tilton Avenue. Landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is most often the stopping sight distance.

Upon full buildout, the Tilton Avenue extension to Burnett Avenue would likely have a posted speed limit between 25 mph and 35 mph. For a design speed of 25 mph, the recommended Caltrans stopping sight distance is 150 feet. For a design speed of 35 mph, the recommended Caltrans stopping sight distance is 250 feet. Based on the project site plan, the proposed full-access driveways along Tilton Avenue would be located approximately 350 feet east of Monterey Road. Therefore, sufficient sight distance would be provided along Tilton Avenue.



## Peer Review of Manzanita Park – Monterey Road / Tilton Avenue Intersection Analysis

A separate site access analysis that focused on the required lane configurations at the Monterey Road and Tilton Avenue intersection was completed by Higgins Traffic Consultant, dated December 7, 2020. The Higgins analysis was reviewed, and recommendations were compared with those of this study. A summary of the findings is provided below.

### Lane Configurations and Signal Timing

The Higgins analysis assumes the following lane configurations at the intersection under project conditions (proposed additions and changes to the existing lane configuration are indicated in the underlined text):

- Northbound Monterey Road: One left turn lane, two through lanes, one right turn lane
- Southbound Monterey Road: One left-turn lane, two through lanes, one right turn lane
- Eastbound Tilton Avenue: One left turn lane, one shared through-right turn lane
- Westbound Tilton Avenue: One left turn lane, one through lane, one right turn lane

The assumed intersection lane geometry of the Higgins report is consistent with that assumed in this analysis. However, the Higgins analysis assumes permitted left-turn phasing for the eastbound and westbound approaches, whereas this analysis assumes protected left-turns for the same approaches.

### Trip Generation

The Higgins report indicates the project would generate 50 vehicle trips (13 inbound and 37 outbound) during the AM peak hour and 66 vehicle trips (42 inbound and 24 outbound) during the PM peak hour. Compared to this analysis, the Higgins analysis assumes 2 fewer trips during the AM peak hour and 3 fewer trips during the PM peak hour. The difference in these estimates is attributed to the Higgins analysis using average trip rates for “Single-Family Detached Housing” (ITE Land Use 210), as opposed to the method used in this analysis, which utilizes fitted curve equation rates for the same land use. Based on the Institute of Transportation Engineers’ *Trip Generation Handbook, 3<sup>rd</sup> Edition*, the fitted curve equation rates for a land use should be utilized when the data sample has at least 20 data points and an  $R^2$  value of 0.75 or higher. Land Use 210 meets both of these criteria for both peak hours, and therefore usage of the linear regression curve rates is justifiable.

### Trip Distribution and Assignment

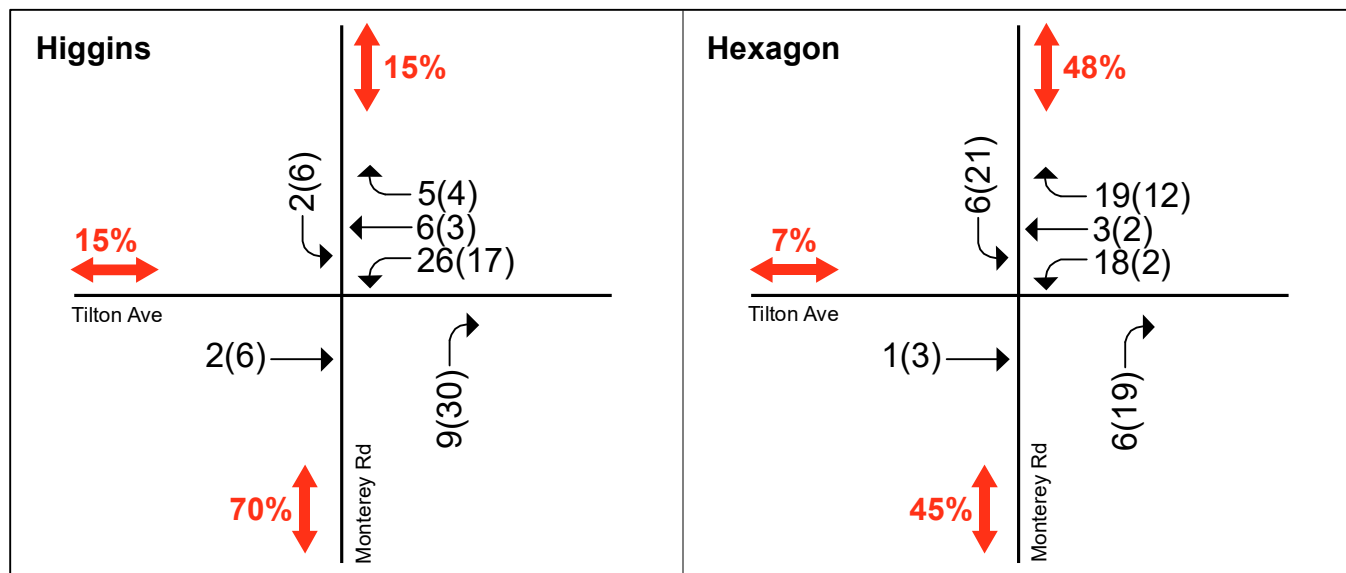
A comparison of the trip distribution and trip assignment used in the Higgins analysis and in this analysis is shown in Figure 4. The Higgins analysis assumes a trip distribution consisting of the following:

- 70% of all project trips to/from south of the proposed project along Monterey Road
- 15% of all project trips to/from north of the proposed project along Monterey Road
- 15% of all project trips to/from west of the proposed project along Tilton Avenue

The Higgins analysis does not provide a distribution beyond the intersection of Monterey Road/Tilton Avenue. However, with a majority of project traffic assigned to/from south of the project site, it is assumed that the Higgins trip assignment presumed the Cochrane Road freeway entrance/exit would be used by a majority of peak-hour traffic bound to/from US-101.

This analysis assumes that freeway traffic would primarily utilize the Bailey Avenue freeway entrance/exit, which results in a shorter route by approximately two miles compared to use of Cochrane

**Figure 4**  
**Comparison of Project Trip Distribution and Assignment**



Road. Overall, the resulting distribution used in this analysis assumes a more balanced usage of Monterey Road to the north and to the south (48% and 45%, respectively) compared to the Higgins distribution (15% and 70% to the north and south, respectively). Usage of Tilton Avenue to access Hale Avenue is approximately double in the Higgins analysis (15%) compared to the percentage assumed in this analysis (7%).

**LOS Results and Improvements**

Table 6 provides a comparison of General Plan levels of service as estimated by the Higgins analysis and in this analysis. Note that the Higgins analysis does not provide a level of service estimate for the General Plan No Project without Madrone Parkway extension scenario.

**Table 6**  
**Comparison of Intersection Level of Service at Monterey Road/Tilton Avenue**

Analysis	Peak Hour	With Madrone Extension						Without Madrone Extension					
		Year 2035 GP		Year 2035 GP Plus Project				Year 2035 GP		Year 2035 GP Plus Project			
		Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Incr. In Crit. Delay	Incr. In V/C	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Incr. In Crit. Delay	Incr. In V/C
Higgins <sup>1</sup>	AM	15.1	B	22.8	C	N/A	N/A	N/A	N/A	23.9	C	N/A	N/A
	PM	24.1	C	35.6	D	N/A	N/A	N/A	N/A	<b>65.4</b>	<b>E</b>	N/A	N/A
Hexagon	AM	22.0	C	34.8	C	14.0	0.055	24.5	C	38.1	D	13.9	0.053
	PM	50.7	D	<b>64.7</b>	<b>E</b>	<b>14.3</b>	<b>0.080</b>	<b>58.8</b>	<b>E</b>	<b>129.7</b>	<b>F</b>	<b>89.1</b>	<b>0.187</b>

<sup>1</sup>Source: *Manzanita Park – Monterey Road / Tilton Avenue Intersection Analysis, Morgan Hill, CA*, Higgins Traffic Consultant, December 7, 2020  
 Bold indicates unacceptable level of service.  
 Bold and boxed indicate significant impact.

The results of the Higgins analysis show that the intersection would operate at an unacceptable LOS E during the PM peak-hour under the General Plan Plus Project without Madrone Parkway extension

scenario. In contrast, the analysis in this report shows the intersection would operate at an unacceptable LOS E and F during the PM peak-hour with and without the Madrone Parkway extension, respectively. It should be noted the main factors causing the differences in the level of service results between Higgin's analysis and those in this report are the assumed signal phasing on Tilton Avenue (Hexagon – protected phasing and Higgins – permitted phasing) and the approach of estimating the 2035 GP volumes (Hexagon used the actual 2035 GP model volumes and same adjustment process as the GP, whereas Higgins estimated the 2035 GP model volumes based on volumes from adjacent intersections).

The Higgins report identifies the following improvements would be necessary to improve the level of service to an acceptable level of service (LOS C) during the PM peak-hour:

1. Convert the eastbound and westbound Tilton Avenue left turn signal phasing to protected phasing; and
2. Add a third southbound Monterey Road through lane.

The analysis in this report also identifies the addition of a third southbound lane along Monterey Road as necessary to improve intersection operations to an acceptable level of service (LOS D) during the PM peak hour. Additionally, the analysis in this report already assumes protected left-turn phasing for the eastbound and westbound approaches under project conditions. Therefore, both analyses conclude that, the improvements listed above (protected eastbound and westbound left-turn movements; third southbound through lane) are required for the intersection to operate at an acceptable level of service under Year 2035 project conditions without the Madrone extension.

However, the Higgins analysis indicates that under Year 2035 project conditions, the completion of the Madrone extension would result in an acceptable LOS during both peak-hours and that no intersection improvements would be required. In contrast, this report finds that under Year 2035 project conditions, the intersection would operate at a deficient LOS during the PM peak-hour even if the Madrone extension were constructed. This analysis concludes that the two improvements listed above would be required, with or without the Madrone extension.

## Transit, Pedestrian, and Bicycle Facility Evaluation

The project site is served by VTA bus routes that run along Cochrane Road and Hale Avenue. Frequent Route 68 (Gilroy Transit Center to San Jose Diridon Transit Center) serves bus stops at the intersection of Hale Avenue and Tilton Avenue, approximately 0.4-mile walking distance from the project site. Local Route 87 (Morgan Hill Civic Center to Burnett Avenue) serves a bus stop at Burnett Avenue/ Greenwood Circle, approximately 0.3-mile walking distance from the project site. A typical mode split in Morgan Hill would be a three percent transit share. Assuming up to three percent transit mode share for the project equates to no more than three transit riders during each of the peak hours. The transit ridership demands of the proposed project can be accommodated by the existing transit facilities.

Pedestrian generators in the project vicinity include Ann Sobrato High School and bus stops discussed above. In the vicinity of the project site, there are sidewalks along the following roadway segments:

- Southbound Monterey Road, between Tilton Avenue and Burnett Avenue
- Northbound Monterey Road, between 230 feet south and 300 feet north of Burnett Avenue
- Eastbound and westbound Burnett Avenue
- Westbound Tilton Avenue, between Monterey Road and Dougherty Avenue
- Eastbound Tilton Avenue, between Monterey Road and 400 feet west of Dougherty Avenue

Crosswalks with protected crossing phases are provided at the following signalized intersections:

- Monterey Road/Tilton Avenue – west leg
- Monterey Road/Burnett Avenue – north leg and east leg
- Monterey Road/Peebles Avenue – east leg
- Monterey Road/Madrone Parkway – east leg

The project proposes to construct 6-foot wide sidewalks along its Monterey Road frontage and 6- to 8-foot wide sidewalks along both sides of the Tilton Avenue extension. Multiple access points from the sidewalks are provided to on-site walkways. A crosswalk with protected crossing phase and ADA-compliant ramps would be installed along the new eastern leg of the Monterey Road/Tilton Avenue intersection.

Access to nearby pedestrian generators is described below:

- Ann Sobrato High School – Continuous pedestrian route provided via sidewalks along northbound Monterey Road and westbound Burnett Avenue.
- Route 68 Bus Stop at Hale Avenue/Tilton Avenue - No continuous pedestrian route to/from the project site due to missing sidewalk along eastbound Tilton Avenue, between Hale Avenue and 400 feet west of Dougherty Avenue. Note that the project does not propose to install crosswalks across Monterey Road at Tilton Avenue. Therefore, pedestrians would need to utilize the existing crosswalk at the Monterey Road/Burnett Avenue intersection.
- Route 87 Bus Stop at Burnett Avenue/ Greenwood Circle – Continuous pedestrian route provided via sidewalks along northbound Monterey Road and westbound Burnett Avenue.

The implementation of the missing sidewalk segments is beyond the means of the proposed project since their construction would require work within, and possibly acquisition of, right-of-way that is not controlled by the project applicant.

Additionally, none of the curb ramps at the Monterey/Burnett, Monterey/Peebles, and Monterey/Madrone intersections are ADA-compliant. The City may require that the project contribute to the construction of ADA-compliant ramps at the identified intersections.

In the project vicinity, there are bike lanes located along Monterey Road (including along the project frontage) and Burnett Avenue. As shown on Figure 2, the project proposes to upgrade the existing northbound bike lane along the project frontage by providing a 3-foot painted buffer between the bike lane and travel lane. The project is not expected to generate a significant amount of bicycle trips. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

## Traffic Study Requirements

The need for the preparation of a comprehensive traffic impact analysis for a particular development is based on its estimated trip generation and its effect on surrounding transportation facilities. The City of Morgan Hill requires the completion of a full traffic impact analysis if one of the following criteria are met:

1. Generates 100 or more net new peak hour trips; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Net new peak hour trips are defined as the number of trips generated by the proposed development minus trips generated by existing development on the project site. (This threshold is consistent with the Valley Transportation Authority (VTA) policy.)

2. Adds 50 to 99 net new peak hour trips to the roadway system where nearby intersections are currently operating at or below the City's LOS standard, or projected to operate at or below the City's LOS standard with traffic added by approved developments; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Adjacent or nearby intersections are defined as intersections to which the proposed development or proposed land use change adds 10 or more vehicle peak hour trips per lane.
3. Creates a transportation issue that City staff requests to have analyzed.

The proposed project will result in the addition of 52 AM peak-hour trips and 69 PM peak-hour trips to the roadway system under existing plus project conditions.

A review of the intersection levels of service at selected study intersections indicates that the proposed project would have an adverse effect on intersection operations during Year 2035 General Plan conditions with the Madrone Parkway extension at the intersection of Monterey Road and Tilton Avenue (PM Peak Hour).

Without the Madrone Parkway extension, the proposed project would have an adverse effect on intersection operations at the following two study intersections during Year 2035 General Plan conditions:

2. Monterey Road and Tilton Avenue (PM Peak Hour)
3. Hale Avenue and Tilton Avenue (unsignalized) (AM & PM Peak Hours)

### **Adverse Intersection Operations Effects and Potential Improvements**

The adverse intersection operation effects identified under Year 2035 General Plan with project conditions are discussed below. Included are descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval. However, the identified adverse effects on roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

#### **2. Monterey Road and Tilton Avenue (With and Without Madrone Parkway Extension)**

The addition of a third southbound through movement lane along Monterey Road would improve intersection operations to an acceptable LOS D or better during the PM peak hour under Year 2035 General Plan with project conditions. With the identified improvement, the intersection would operate at acceptable LOS D or better during both peak hours under Year 2035 with project conditions.

However, it should be noted that the poor level of service at the Monterey/Tilton intersection is primarily due to large southbound volumes along Monterey Road during the PM peak-hour. The large southbound volume on Monterey Road are due to the use of Monterey Road as an alternate route to congested segments of US-101 north of Cochrane Road. There were plans to widen US 101 to accommodate one additional southbound and northbound travel lane through Morgan Hill. The widening of US-101 may result in a significant reduction in use of Monterey Road as a bypass to US-101 congestion and projected traffic volumes at the Monterey Road/Tilton Avenue intersection. However, there is no definitive funding or schedule for completion for the widening of US 101. Therefore, it is recommended that the need for future improvement of the Monterey/Tilton intersection be considered upon review of the City's General Plan and potential for the widening of US 101. Per General Plan Action TR-3.F - Fees and Assessments, the project's payment of the City's Traffic Impact Fee (TIF) constitutes its contribution towards its cumulative adverse effects at the Monterey/Tilton intersection.

### 3. Hale Avenue and Tilton Avenue (Without Madrone Parkway Extension)

The signalization of the intersection would be necessary to improve intersection operations. Implementation of signal control would improve the intersection's level of service to LOS D or better during the AM and PM peak hours under Year 2035 General Plan with project conditions. Per General Plan Action TR-3.F - Fees and Assessments, the project's payment of the City's Traffic Impact Fee (TIF) constitutes its contribution towards its cumulative adverse effects at the Hale/Tilton intersection.



**Appendix G**  
**VMT Assessment**



## Memorandum

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**Date:** May 14, 2021  
**To:** Nick Pappani, Raney Planning & Management, Inc.  
**From:** Robert Del Rio, T.E.  
**Subject:** VMT Assessment for the Proposed Manzanita Park Residential Development in Morgan Hill, California

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Hexagon Transportation Consultants, Inc. has completed a vehicle-miles traveled (VMT) assessment for the proposed Manzanita Park residential development project located at the northeast corner of the intersection of Monterey Road and Tilton Avenue in Morgan Hill, California (APN: 725-01-018) (see Figure 1). The project as proposed consists of the construction of 67 residential units including 10 below market rate units spread between 12 three-story buildings on a vacant site (see Figure 2 for site plan). The purpose of this memorandum is to provide an assessment of the project's effect on VMT. The VMT assessment methodology and results are discussed below.

### CEQA Transportation Analysis Scope

Historically, traffic impact analysis has focused on the identification of traffic impacts and potential roadway improvements based on delay to relieve traffic congestion that may result due to proposed/planned growth. However, with the adoption of Senate Bill (SB) 743 legislation, public agencies are required (effective July 2020) to base transportation impacts on Vehicle-Miles-Traveled (VMT) rather than level of service that typically uses delay as its metric. The change in measurement is intended to better evaluate the effects on the state's goals for climate change and multi-modal transportation. Therefore, to adhere to the state's legislation, all new development projects are required to analyze transportation impacts using the VMT metric.

### VMT Evaluation and Methodology

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

The evaluation of the project's effects on VMT was completed using Valley Transportation Authority's (VTA's) *VMT Evaluation Tool*. The VMT tool identifies the existing average VMT per capita and VMT per employee for the project area based on the assessor's parcel number (APN) of a project. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

### **VMT Policies and Impact Criteria**

To adhere to the state's legislation, the City of Morgan Hill is currently developing the framework for new transportation policies based on the implementation of VMT as the primary measure of transportation impacts for CEQA purposes. The new policies will replace the City's current transportation policies that are based on levels of service. However, since the City has not formally adopted its own City-specific VMT policies, this study utilizes VMT analysis methodology and impact thresholds recommended in the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Per OPR's technical advisory, VMT per resident (capita) is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses. As stated in the technical advisory, OPR recommends an impact threshold of 15% below the existing VMT levels for residential land uses. OPR allows the existing VMT to be measured as regional or citywide VMT per capita. Therefore, 15% below the city-wide residential VMT per capita is established as the impact threshold for residential uses.

The VTA's VMT Evaluation Tool indicates that the citywide average VMT per capita is currently 24.64. Therefore, the OPR recommended impact threshold of 15% below the citywide average VMT per capita equates to 20.94 VMT per capita.

### **VMT Evaluation**

The results of the VMT analysis using the VTA's VMT Evaluation Tool indicate that the existing VMT (21.75) per capita for residential uses in the project vicinity is less than the Citywide average VMT per capita (24.64).

The results also indicate that the project is projected to generate VMT per capita (20.76), that would be less than the OPR's recommended impact threshold of 20.94 VMT per capita. Therefore, the project would not result in an impact on the transportation system based on OPR's VMT impact criteria.

The VTA VMT Evaluation Tool output sheets are shown in Figure 3.

**Figure 1**  
**Site Location**

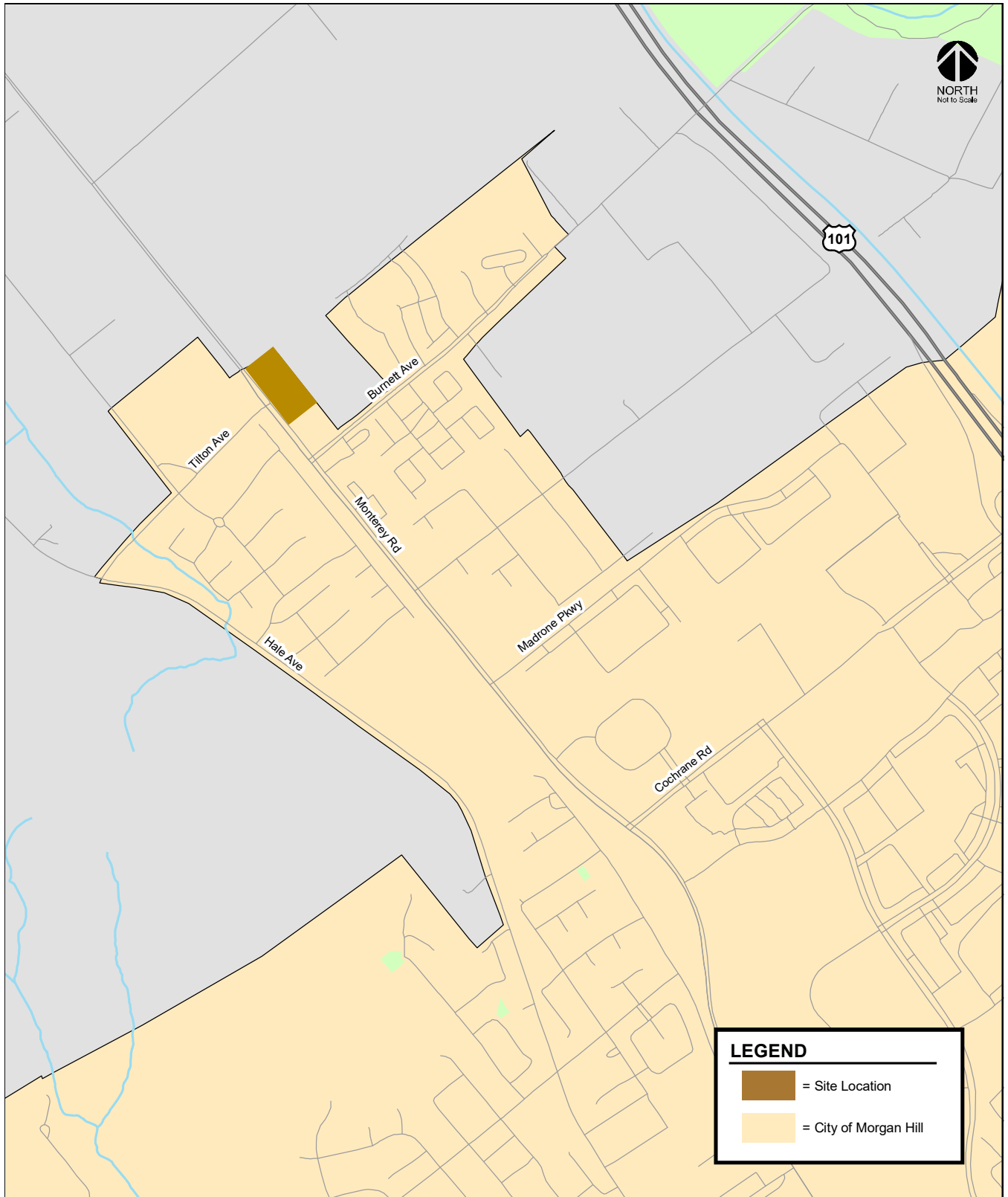




Figure 2  
Site Plan



**Figure 3**  
**VTA VMT Evaluation Tool Output**

