CITY OF MORGAN HILL

Regular Meeting Agenda

Planning Commission

Liam Downey - Chairman
Yvonne Martinez Beltran - Vice Chair
Mohammad Habib - Planning Commissioner
Juan Miguel Munoz Morris - Planning Commissioner
Joseph Mueller - Planning Commissioner
Wayne Tanda - Planning Commissioner
John McKay - Planning Commissioner

Tuesday, September 11, 2018 7:00 pm

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

ROLL CALL ATTENDANCE

DECLARATION OF POSTING AGENDA

Pursuant to Government Code Section 54954.2

PLEDGE OF ALLEGIANCE

OPEN PUBLIC COMMENT PERIOD

Members of the public are entitled to address the Planning Commission concerning any item within the Morgan Hill Planning Commission's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the Planning Commission is prohibited from discussing or taking action on any item not appearing on the posted agenda. (See additional noticing at the end of this agenda)

ORDERS OF THE DAY

CONSENT AGENDA

These are items of a routine or generally uncontested nature. Any member of the Planning Commission or member of the public may request to have an item pulled from the Consent Calendar and acted on individually by the Planning Commission. Items pulled will be discussed after action is taken on the balance of the Consent Calendar and before moving on to the public hearings.

1. APPROVE THE JUNE 26, 2018 MEETING MINUTES

Recommendation:

Approve Minutes.

2. APPROVE THE JULY 10, 2018 MEETING MINUTES

Recommendation:

Approve Minutes.

3. APPROVE THE JULY 24, 2018 MEETING MINUTES

Recommendation:

Approve Minutes.

MINUTES APPROVAL

4. APPROVE THE SEPTEMBER 27, 2016 MEETING MINUTES

Recommendation:

Approve Minutes.

5. APPROVE THE NOVEMBER 8, 2016 MEETING MINUTES

Recommendation:

Approve Minutes.

6. APPROVE THE NOVEMBER 22, 2016 MEETING MINUTES

Recommendation:

Approve Minutes.

7. APPROVE THE DECEMBER 13, 2016 MEETING MINUTES

Recommendation:

Approve Minutes.

8. APPROVE THE JANUARY 10, 2017 MEETING MINUTES

Recommendation:

Approve Minutes.

9. APPROVE THE JANUARY 24, 2017 MEETING MINUTES

Recommendation:

Approve Minutes.

CONTINUED PUBLIC HEARING

10. DA2017-0008, SD2017-0002, EA2017-0016: LLAGAS - STROLATA - DEVELOPMENT AGREEMENT, SUBDIVISION MAP, AND ENVIRONMENTAL ASSESSMENT FOR PROPERTY IDENTIFIED BY ASSESSOR PARCEL NUMBER 773-32-013 LOCATED AT 1110 LLAGAS AVENUE AT THE NORTHEAST END OF SABINI COURT.

Recommendation:

1. Open/close the public hearing and continue to the September 25, 2018 Planning Commission meeting.

PUBLIC HEARINGS

11. GPA2018-0005/ZA2018-0004/EA2018-0013: GENERAL PLAN AND ZONING AMENDMENT TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM PUBLIC FACILITIES TO MIXED-USE AND THE ZONING CLASSIFICATION FROM PUBLIC FACILITIES TO DOWNTOWN MIXED USE (MU-D) ON A 0.29 ACRE PORTION OF DEPOT STREET LOCATED AT THE CORNER OF DEPOT STREET AND EAST DUNNE AVENUE.

Recommendation:

1. Adopt a Resolution recommending the City Council approve an amendment to the 2035 General Plan;
2. Adopt a Resolution recommending the City Council approve a Zoning amendment;
3. Determine Project Consistency with the General Plan; and
4. Adopt an Addendum to the 2035 General Plan FEIR and Downtown Specific Plan FIER.

12. UP2018-004 MONTEREY-BLUEWAVE: CONDITIONAL USE PERMIT TO ALLOW A DRIVE-THROUGH, SELF-SERVICE, AUTOMATED CAR WASH ON PROPERTY IDENTIFIED BY ASSESSOR PARCEL NUMBER 764-10-008 LOCATED ON THE NORTHWEST CORNER OF MONTEREY ROAD AND COCHRANE ROAD.

Recommendation:

1. Open/close public hearing; and,
2. Adopt a Resolution approving a Conditional Use Permit for a car wash.

OTHER BUSINESS

DIRECTOR'S REPORT/ANNOUNCEMENTS

ADJOURNMENT

NOTICE

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act that are distributed to a majority of the legislative body less than 72 hours prior to an open session, will be made available for public inspection at the Office of the City Clerk at Morgan Hill City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 at the same time that the public records are distributed or made available to the legislative body. (Pursuant to Government Code 54957.5)

PUBLIC COMMENT

Members of the Public are entitled to directly address the Commission concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address the Commission on any issue that is on this agenda, please complete a speaker request card located in the foyer of the Commission Chambers, and deliver it to the Minutes Clerk prior to discussion of the item. You are not required to give your name on the speaker card in order to speak to the Commission, but it is very helpful. When you are called, proceed to the podium and the Mayor will recognize you. If you wish to address the Commission on any other item of interest to the public, you may do so during the public comment portion of the meeting following the same procedure described above. Please limit your comments to three (3) minutes or less.

Please submit written correspondence to the Minutes Clerk, who will distribute correspondence to the Commission.

Persons interested in proposing an item for the Commission agenda should contact a member of the Commission who may plan an item on the agenda for a future Commission meeting. Should your comments require Commission action, your request may be placed on the next appropriate agenda. Commission discussion or action may not be taken until your item appears on an agenda. This procedure is in compliance with the California Public Meeting Law (Brown Act) Government Code §54950.

City Council Policies and Procedures (CP 03-01) outlines the procedure for the conduct of public hearings. Notice is given, pursuant to Government Code Section 65009, that any challenge of Public Hearing Agenda items in court, may be limited to raising only those issues raised by you or on your behalf at the Public Hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to the Public Hearing on these matters.

The time within which judicial review must be sought of the action by the Commission, which acted upon any matter appearing on this agenda is governed by the provisions of Section 1094.6 of the California Code of Civil Procedure.

For a copy of Commission Policies and Procedures CP 97-01, please contact the City Clerk's office (408) 779-7259, (408) 779-3117 (fax) or by email michelle.wilson@morganhill.ca.gov.

AMERICANS WITH DISABILITIES ACT (ADA)

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (408)779-7259, (408)779-3117 (fax) or by email michelle.wilson@morganhill.ca.gov. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning Commission

John McKay	-	*Chairman*
Liam Downey	-	*Vice Chairman*
Joseph Mueller	-	*Planning Commissioner*
Wayne Tanda	-	*Planning Commissioner*
Yvonne Martinez Beltran	-	*Planning Commissioner*
Mohammad Habib	-	*Planning Commissioner*
Juan Miguel Munoz Morris	-	*Planning Commissioner*

Tuesday, June 26, 2018 7:00 pm

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Chair McKay called the meeting to order.

ROLL CALL ATTENDANCE

Minutes Clerk Luna call the attendance.

Attendee Name	Title	Status	Arrived
John McKay	Chairman	Present	
Liam Downey	Vice Chairman	Present	
Joseph Mueller	Planning Commissioner	Present	
Wayne Tanda	Planning Commissioner	Present	
Yvonne Martinez Beltran	Planning Commissioner	Present	
Mohammad Habib	Planning Commissioner	Present	
Juan Miguel Munoz Morris	Planning Commissioner	Present	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda.

PLEDGE OF ALLEGIANCE

Commissioner Downey led the Pledge of Allegiance.

OPEN PUBLIC COMMENT PERIOD

Chair McKay opened the Public Comment period. Hearing no requests to speak, the Public Comment period was closed.

ORDERS OF THE DAY

No changes made.

MINUTES APPROVAL

1. APPROVE THE MARCH 13, 2018 MEETING MINUTES

Recommendation:

Approve Minutes.

MOTION:
Motion to approve the March 13, 2018 minutes with a correction that the presiding Chair be changed under the adjournment section of the Minutes.

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Liam Downey, Vice Chairman
AYES:	McKay, Downey, Mueller, Tanda, Martinez Beltran, Habib, Munoz Morris

PUBLIC HEARINGS

2. UP2017-0015:CAPUTO-HUANG- CONDITIONAL USE PERMIT FOR A DRIVE-THROUGH, SELF-SERVICE, AUTOMATED CAR WASH WITH VACUUMS ON PROPERTY IDENTIFIED BY ASSESSOR PARCEL NUMBER 817-29-027 LOCATED ON THE SOUTHWEST CORNER OF CAPUTO DRIVE AND TENANT AVENUE.

Recommendation:

1. Adopt a Resolution accepting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the project (EA2017-0013); and
2. Adopt a Resolution approving a Conditional Use Permit (UP2017-0015)

Assistant Planner Emily Foley presented the Staff Report.

Chair McKay opened the Public Hearing at 7:48 p.m.
Robert Madrid was called to speak.
Greg Blunden was called to speak.
Elijah Williams was called to speak.
Andrew Davies was called to speak.
Hearing no further requests to speak the Public Hearing was closed.

MOTION:
Adopt a Resolution accepting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Wayne Tanda, Planning Commissioner
SECONDER:	Mohammad Habib, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Martinez Beltran, Habib, Munoz Morris

MOTION:

Approve the Conditional Use Permit with the alternate site layout, the sound should be measured at the completion of the project to make sure it is compliant with the noise ordinance, and the Green Measures proposed by the applicant in their project description should be continually used and not reduced.

RESULT:	**ADOPTED [4 TO 3]**
MOVER:	Juan Miguel Munoz Morris, Planning Commissioner
SECONDER:	Wayne Tanda, Planning Commissioner
AYES:	McKay, Mueller, Tanda, Munoz Morris
NAYS:	Downey, Martinez Beltran, Habib

3. USE PERMIT, UP2018-0007: MAST - JONES: CONDITIONAL USE PERMIT FOR AN AUTO BODY REPAIR SHOP. THE PROPERTY IDENTIFIED BY ASSESSOR PARCEL NUMBER 817-02-040, IS LOCATED ON THE SOUTH SIDE OF MAST STREET, 360 FEET EAST OF THE CHURCH AVENUE INTERSECTION (MAST STREET PARTNERS LLC, OWNER).

Recommendation:

1. Open/close public hearing; and,
2. Adopt a Resolution approving a Conditional Use Permit for Caliber Collision Center.

Terry Linder presented the staff report.

Chair McKay opened the Public Hearing.
Randy Orosco was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution approving a Conditional Use Permit with the condition that an upgrade to the appearance of the fence be made through the Site and Architectural Review process.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Liam Downey, Vice Chairman
SECONDER:	Yvonne Martinez Beltran, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Martinez Beltran, Habib, Munoz Morris

4. PLANNING COMMISSION TO CONSIDER ZONING AMENDMENT ZA2018-0003 TO REVISE THE RESIDENTIAL DEVELOPMENT CONTROL SYSTEM (RDCS) COMPETITION MANUAL

Recommendation:

1. Recommend City Council adopt the revisions to the Residential Development Control System (RDCS) Competition Manual; and,

2. The proposed allotments for Fiscal Year 2020/21.

Interim Principal Planner, Gina Paolini, presented the staff report.

Chair McKay opened the Public Hearing at 10:45 p.m.
Rocky Garcia was called to speak.
Dick Oliver was called to speak.
Vince Burgos was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt chart one of Section 5-B - Open Space.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Wayne Tanda, Planning Commissioner
SECONDER:	Mohammad Habib, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Martinez Beltran, Habib, Munoz Morris

MOTION

Continue item to July 10, 2018

RESULT:	**CONTINUED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Yvonne Martinez Beltran, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Martinez Beltran, Habib, Munoz Morris

OTHER BUSINESS

DIRECTOR'S REPORT/ANNOUNCEMENTS

The next regular scheduled Planning Commission meeting is July 10, 2018. The Commission has a full schedule for the July 24, 2018 meeting and then a break for the month of August.

ADJOURNMENT

There being no further business, Chair McKay adjourned the meeting at 10:18 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning Commission

Liam Downey	-	*Chairman*
Yvonne Martinez Beltran	-	*Vice Chair*
Mohammad Habib	-	*Planning Commissioner*
Juan Miguel Munoz Morris	-	*Planning Commissioner*
Joseph Mueller	-	*Planning Commissioner*
Wayne Tanda	-	*Planning Commissioner*
John McKay	-	*Planning Commissioner*

Tuesday, July 10, 2018 7:00 pm

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Chair Downey called the meeting to order.

ROLL CALL ATTENDANCE

Minutes Clerk Luna called the attendance.

Attendee Name	Title	Status	Arrived
Liam Downey	Chairman	Present	
Yvonne Martinez Beltran	Vice Chair	Present	
Mohammad Habib	Planning Commissioner	Present	
Juan Miguel Munoz Morris	Planning Commissioner	Present	
Joseph Mueller	Planning Commissioner	Present	
Wayne Tanda	Planning Commissioner	Present	
John McKay	Planning Commissioner	Present	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the Agenda.

PLEDGE OF ALLEGIANCE

Commissioner Habib led the Pledge of Allegiance.

OPEN PUBLIC COMMENT PERIOD

Chair Downey opened the Public Comment period at 7:02 p.m. Hearing no requests to speak, the Public Comment period was closed.

ORDERS OF THE DAY

No changes made.

MINUTES APPROVAL

1. APPROVE THE MARCH 27, 2018 MEETING MINUTES

Recommendation:

Approve Minutes.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Juan Miguel Munoz Morris, Planning Commissioner
SECONDER:	Mohammad Habib, Planning Commissioner
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay

CONTINUED PUBLIC HEARING

2. PLANNING COMMISSION TO CONSIDER ZONING AMENDMENT ZA2018-0003 TO REVISE THE RESIDENTIAL DEVELOPMENT CONTROL SYSTEM (RDCS) COMPETITION MANUAL

Recommendation:

1. Recommend City Council adopt the revisions to the Residential Development Control System (RDCS) Competition Manual; and,

2. The proposed allotments for Fiscal Year 2020/21.

Interim Principal Planner, Gina Paolini, presented the staff report.

Chair Downey opened the Public Hearing at 8:27 p.m.
John Moniz was called to speak.
Vince Burgos was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
If the Inclusionary Housing Ordinance is accepted by City Council the charts on page 95 and 96 of the agenda packet should be put in the manual. If the Inclusionary Ordinance is not accepted by City Council the tables we currently have should be changed from 8% to 15% and meet the minimum score.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Yvonne Martinez Beltran, Vice Chair
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay

Chair Downey opened the Public Hearing at 9:27 p.m.
John Telfer was called to speak.
Vince Burgos was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Approve the proposed allotments for Fiscal Year 2020/21 with added language as to why the Commission voted to keep the maximum at 215 allotments for this competition year.

RESULT:	**ADOPTED [5 TO 2]**
MOVER:	John McKay, Planning Commissioner
SECONDER:	Juan Miguel Munoz Morris, Planning Commissioner
AYES:	Downey, Habib, Munoz Morris, Mueller, McKay
NAYS:	Martinez Beltran, Tanda

Chair Downey opened the Public Hearing at 10:00 p.m.
John Telfer was called to speak.
Hearing no further requests to speak, the Public Hearing period was closed.

MOTION:
Adopt a Resolution recommending the City Council adopt the revisions to the Residential Development Control System (RDCS) Competition Manual.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Juan Miguel Munoz Morris, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay

OTHER BUSINESS

No items in Other Business.

DIRECTOR'S REPORT/ANNOUNCEMENTS

On July 24, 2018, there will be a workshop on the Residential Uses Downtown starting at 6:00 p.m. Staff will also be bringing forward two Public Hearing items: Cochrane Evergreen South Bay Development and the Llagas - Strolata Development.

ADJOURNMENT

There being no further business, Chair Downey adjourned the meeting at 10:18 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning Commission

Liam Downey	-	*Chairman*
Yvonne Martinez Beltran	-	*Vice Chair*
Mohammad Habib	-	*Planning Commissioner*
Juan Miguel Munoz Morris	-	*Planning Commissioner*
Joseph Mueller	-	*Planning Commissioner*
Wayne Tanda	-	*Planning Commissioner*
John McKay	-	*Planning Commissioner*

Tuesday, July 24, 2018 7:00 pm

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Chair Downey called the meeting to order.

ROLL CALL ATTENDANCE

Minutes Clerk Luna called the for attendance.

Attendee Name	Title	Status	Arrived
Liam Downey	Chairman	Present	
Yvonne Martinez Beltran	Vice Chair	Present	
Mohammad Habib	Planning Commissioner	Present	
Juan Miguel Munoz Morris	Planning Commissioner	Present	
Joseph Mueller	Planning Commissioner	Present	
Wayne Tanda	Planning Commissioner	Present	
John McKay	Planning Commissioner	Present	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda.

PLEDGE OF ALLEGIANCE

Commissioner Tanda led the Pledge of Allegiance.

OPEN PUBLIC COMMENT PERIOD

Chair Downey opened the Public Comment Period. Hearing no requests to speak, the Public Comment Period was closed.

ORDERS OF THE DAY

No changes made.

MINUTES APPROVAL

1. OCTOBER 13, 2015 MINUTES

Recommendation:

1. Approve Minutes.

RESULT:	**APPROVED [4 TO 0]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Downey, Mueller, Tanda, McKay
ABSTAIN:	Martinez Beltran, Habib, Munoz Morris

2. OCTOBER 27, 2015 MINUTES

Recommendation:

1. Approve Minutes.

The Commission asked staff to double check who was in attendance at the July 14, 2015 meeting.

RESULT:	**APPROVED [4 TO 0]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Downey, Mueller, Tanda, McKay
ABSTAIN:	Martinez Beltran, Habib, Munoz Morris

3. APPROVE THE MAY 22, 2018 MEETING MINUTES

Recommendation:

Approve Minutes.

Commissioners Habib and Tanda had an excused absence from this meeting and abstained from this item.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	John McKay, Planning Commissioner
SECONDER:	Juan Miguel Munoz Morris, Planning Commissioner
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay

4. APPROVE THE JUNE 12, 2018 MEETING MINUTES

Recommendation:

Approve Minutes.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	John McKay, Planning Commissioner
SECONDER:	Juan Miguel Munoz Morris, Planning Commissioner
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay

WORKSHOP

5. DISCUSSION ON DOWNTOWN HOUSING AND RETAIL CAPACITY, TRENDS AND OPPORTUNITIES

Recommendation:

1. Review, discuss and provide feedback.

Economic Development Director, Edith Ramirez, gave the presentation.

Chair Downey opened the Public Comment period.
John Horner was called to speak.
Hearing no further requests to speak, the Public Comment period was closed.

The Commission reviewed, discussed, and provided feedback.

RESULT:	**NO ACTION TAKEN**

PUBLIC HEARINGS

6. DA2017-0008, SD2017-0002, EA2017-0016: LLAGAS - STROLATA - DEVELOPMENT AGREEMENT, SUBDIVISION MAP, AND ENVIRONMENTAL ASSESSMENT FOR PROPERTY IDENTIFIED BY ASSESSOR PARCEL NUMBER 773-32-013 LOCATED AT 1110 LLAGAS AVENUE AT THE NORTHEAST END OF SABINI COURT.

Recommendation:

1. Open/close the public hearing and continue to the September 11, 2018 Planning Commission meeting.

Chair Downey opened the Public Hearing. Hearing no requests to speak, the Public Hearing was closed.

RESULT:	**CONTINUED [UNANIMOUS]**	**Next: 9/11/2018 7:00 PM**
MOVER:	Joseph Mueller, Planning Commissioner	
SECONDER:	John McKay, Planning Commissioner	
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay	

7. AAE2017-0034 & AAE2017-0035: COCHRANE-SOUTH BAY: AMENDMENTS TO TENTATIVE SUBDIVISION MAP AND PLANNED DEVELOPMENT MASTER PLAN FOR A PROPOSED COMMERCIAL AND RETAIL CENTER. THE PROPERTIES, IDENTIFIED BY ASSESSOR PARCEL NUMBERS 726-25-035 AND 726-32-021, ARE LOCATED ON THE EASTERLY SIDE OF BUTTERFIELD BOULEVARD BETWEEN COCHRANE ROAD AND JARVIS DRIVE (COCHRANE ROAD INVESTORS, LLC, OWNERS).

Recommendation:

1. Adopt a Resolution recommending the City Council approve an amendment to a commercial Planned Development Master Plan and an addendum to the Mitigated Negative Declaration adopted on June 24, 2014;
2. Adopt a Resolution recommending the City Council approve an amended Tentative Subdivision Map.

Contract Planner, Richard Smeaton, presented the Staff Report.

Chair Downey opened the Public Hearing
Rogg Collins was called to speak.
Zack Lauterbach was called to speak.
John Horner was called to speak.
David Andris was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution recommending City Council approve the Planned Development Master Plan and the Mitigated Negative Declaration with an added recommendation that staff will look at putting in pedestrian crosswalks or mid block crossings from the business park along the south end to the shopping plaza.

RESULT:	**ADOPTED AS AMENDED [UNANIMOUS]**
MOVER:	Wayne Tanda, Planning Commissioner
SECONDER:	Juan Miguel Munoz Morris, Planning Commissioner
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay

MOTION:
Adopt a Resolution recommending City Council approve an amended Tentative Subdivision Map.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Downey, Martinez Beltran, Habib, Munoz Morris, Mueller, Tanda, McKay

OTHER BUSINESS

8. Signing of Ethics Policy

The Commission members signed the Ethics Policy poster.

DIRECTOR'S REPORT/ANNOUNCEMENTS

All regular scheduled Planning Commission meetings in August have been cancelled. Our next regular scheduled Planning Commission meeting is on September 11, 2018 at 7:00 p.m.

ADJOURNMENT

There being no further business, Chair Downey adjourned the meeting at 10:47 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Jenna Luna, Municipal Services Assistant
APPROVED BY: Jennifer Carman, Community Development Director

APPROVE THE SEPTEMBER 27, 2016 MEETING MINUTES

RECOMMENDATION(S)
Approve Minutes.

During the transition from the Legistar agenda management system and the Accela agenda management system, it was discovered during the auditing of the City's archival records that these minutes had not been officially adopted by the Planning Commission. The attached minutes are part of the archival record.

LINKS/ATTACHMENTS:
1. September 27, 2016

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning
Commission

Wayne Tanda	-	*Chairman*
Rene Spring	-	*Planning Commissioner*
John McKay	-	*Planning Commissioner*
Michael Orosco	-	*Planning Commissioner*
Pat Toombs	-	*Planning Commissioner*
Joseph Mueller	-	*Planning Commissioner*
Liam Downey	-	*Planning Commissioner*

Tuesday, September 27, 2016

Council Chamber
17555 Peak Avenue, Morgan Hill, CA
95037

CALL TO ORDER

Chair Tanda called the meeting to order.

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Wayne Tanda	Chairman	Present	
Rene Spring	Planning Commissioner	Present	
John McKay	Planning Commissioner	Present	
Michael Orosco	Planning Commissioner	Present	
Pat Toombs	Planning Commissioner	Present	
Joseph Mueller	Planning Commissioner	Present	
Liam Downey	Planning Commissioner	Excused	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda.

Attachment: September 27, 2016 (1942 : SEPTEMBER 27, 2016 MINUTES)

PLEDGE OF ALLEGIANCE

Commissioner Orosco lead the Pledge of Allegiance.

OPEN PUBLIC COMMENT PERIOD

Chair Tanda opened the Public Comment period. Hearing no requests to speak, the Public Comment period was closed.

ORDERS OF THE DAY

No changes made.

CONSENT

1. **16-650** **FINDING OF GENERAL PLAN CONSISTENCY:** Successor Agency Sale of an 11,000 square foot remnant parcel, site 7- El Capri/Gateway, Assessor's Parcel Number 764-10-006, to Mohammad Habib, consistent with the November 2013 Long Range Property Management Plan (LRPMP)

Recommendation:

1. Adopt a Resolution finding that the Disposition of site 7- El Capri/Gateway, as identified in the Long Rang Property Management Plan, is consistent with the Morgan Hill General Plan.

RESULT:	**APPROVED [6 to 0]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Tanda, Mueller, Spring, McKay, Orosco, Toombs
EXCUSED:	Downey

OTHER BUSINESS:

2. **16-659** **MORGAN HILL 2035 SCHEDULE**

Recommendation:

1. Planning Commission to discuss Competition Manual and Zoning Code Update Workshop Schedule.

Assistant City Manager for Community Development, Leslie Little, presented the staff report.

RESULT:	**NO ACTION TAKEN**

Attachment: September 27, 2016 (1942 : SEPTEMBER 27, 2016 MINUTES)

PUBLIC HEARINGS

3. 16-648 **ZONING AMENDMENT, ZA-13-07/SUBDIVISION, SD-13-08/DEVELOPMENT AGREEMENT, DA-13-05: W. DUNNE – GERA: Request for a Precise Development Plan, Development Agreement and a 14-lot Subdivision Map on a 1.41 acre site. The property, identified by Assessor Parcel Number(s) 767-08-035 through 767-08-038, are located on the north side of West Dunne Avenue, 115 feet west of Monterey Road and Dunne Avenue intersection (Michael Soares, Owner). Mitigated Negative Declaration Prepared.**

Recommendation:

1. Adopt Resolution approving a Mitigated Negative Declaration and Monitoring and Reporting Program;
2. Adopt Resolution recommending City Council approval of a Zoning Amendment (ZA-13-07);
3. Adopt Resolution approving a 16 lot Tentative Subdivision Map (14 residential lots plus 2 open space parcels) (SD-13-080); and,
4. Adopt Resolution recommending City Council approval of Development Agreement (DA-13-05).

Interim Planning Manager, Terry Linder, presented the Staff Report.

Chair Tanda opened the Public Hearing.
Michael Davis was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution approving a Mitigated Negative Declaration and Monitoring and Reporting Program with an amendment to the project description to make sure we are saving the barn as opposed to tearing it down. The applicant shall be requested to submit a Tree Protection Plan prepared by a certified arborist and provide a detailed trimming plan before any construction starts.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Mueller, Spring, McKay, Orosco, Toombs, Tanda
EXCUSED:	Downey

Attachment: September 27, 2016 (1942 : SEPTEMBER 27, 2016 MINUTES)

MOTION:
Adopt a Resolution recommending City Council approve a Zoning Amendment and Precise Development Plan and Include the number of trees (17) that are being preserved to Section 8 d. The Precise Development Plan shall be amended to include a modification of Lot 9 to allow Lot 15 to extend to Dunne Avenue at a minimum 30-foot width. Lot 1 shall also be modified to exclude the hedge area along the west side of the drive-aisle.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Mueller, Spring, McKay, Orosco, Toombs, Tanda
EXCUSED:	Downey

MOTION:
Adopt Resolution recommending City Council approve the Development Agreement with a corrected number of Allotments in the title to 11 (reduced from 14).

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Mueller, Spring, McKay, Orosco, Toombs, Tanda
EXCUSED:	Downey

MOTION:
Adopt Resolution approving the Tentative Map with the following changes: Lot 9 shall be reduced in size and Lot 15 increased to include a 20-foot wide area adjacent to the top of the creek bank.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Mueller, Spring, McKay, Orosco, Toombs, Tanda
EXCUSED:	Downey

4. **16-655** **USE PERMIT, UP2016-0014, SITE REVIEW, SR2016-0013: MONTEREY – MCCRANIE:** Request for a Use Permit to allow a wine bar, restaurant with live entertainment, amplified sound, and ancillary full-service bars. Site Review Permit for a three story, 10,00 square foot building with outdoor seating and landscaping. The property, identified by Assessor parcel Number 767-07-047 is located on the southwest corner of 2nd Street and Monterey Road (Dan McCranie, Owner). CEQA: Adopted Downtown Specific Plan Mast Environmental Impact Report.

Recommendation:

1. Adopt a Resolution approving a Conditional Use Permit for a wine bar and restaurant with ancillary full-service bars and live entertainment/amplified sound.
2. Adopt a resolution approving a Site Review Permit for a 10,000 square foot, three story structure with roof deck.

Attachment: September 27, 2016 (1942 : SEPTEMBER 27, 2016 MINUTES)

Associate Planner Tiffany Brown presented the staff report.

Chair Tanda opened the Public Hearing.
John Fagerlund was called to speak.
Dan McCranie was called to speak.
Sara Fernandez was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt two Conditional Use Permit Resolutions; One for the first and second floors to allow for a wine bar and live entertainment, and the second resolution for the third floor and rooftop with limited sound and no amplified music on the rooftop. In six months after start of operations the Planning Commission can review this again if there are complaints from the surrounding neighbors.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Rene Spring, Planning Commissioner
SECONDER:	Michael Orosco, Planning Commissioner
AYES:	Mueller, Spring, McKay, Orosco, Toombs, Tanda
EXCUSED:	Downey

MOTION:
Adopt Resolution approving a Site Review Permit with the condition that the perforated steal on the corner of the building be softened.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	McKay, Planning Commissioner
AYES:	Mueller, Spring, McKay, Orosco, Toombs, Tanda
EXCUSED:	Downey

5. **16-653** **USE PERMIT, UP-16-02: COCHRANE – BROWMAN DEVELOPMENT:** Request for a Use Permit to allow for the operation of a fuel station, car wash, and convenience market, with an associated fast food use and two drive-thru's. The property, identified by Assessor Parcel Number 728-37-024, is located on the northeast corner of Cochrane Road and Depaul Drive (Morgan Hill Retail Ventures L.P., Owner). CEQA: Environmental Impact Report completed.

Recommendation:

1. Adopt a Resolution approving a Conditional Use Permit to operate a fuel station, car wash, and convenience market at the requested site.

Contract Planner Rick Smeaton presented the staff report.

Chair Tanda opened the Public Hearing.
Julio Tinajero was called to speak.
Scott Bohrer was called to speak.
Sunny Ghai was called to speak.
Scott Creer was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

Attachment: September 27, 2016 (1942 : SEPTEMBER 27, 2016 MINUTES)

MOTION:
Adopt a Resolution approving a Conditional Use Permit with a condition that the stacking of the Car Wash stay at three, add verbiage to Section C to include “Quick Service Restaurant”, and modify Section 3 to reference the Environmental Impact Report.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	John McKay, Planning Commissioner
SECONDER:	Joseph Mueller, Planning Commissioner
AYES:	Spring, McKay, Orosco, Toombs, Tanda
NAYS:	Mueller
EXCUSED:	Downey

ANNOUNCEMENTS

None.

ADJOURNMENT

There being no further business, Chair Tanda adjourned the meeting at 10:55 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

Attachment: September 27, 2016 (1942 : SEPTEMBER 27, 2016 MINUTES)

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Jenna Luna, Municipal Services Assistant
APPROVED BY: Jennifer Carman, Community Development Director

APPROVE THE NOVEMBER 8, 2016 MEETING MINUTES

RECOMMENDATION(S)
Approve Minutes.

During the transition from the Legistar agenda management system and the Accela agenda management system, it was discovered during the auditing of the City's archival records that these minutes had not been officially adopted by the Planning Commission. The attached minutes are part of the archival record.

LINKS/ATTACHMENTS:
1. November 8, 2016 Minutes

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning
Commission

Joseph Mueller	-	*Chairman*
Rene Spring	-	*Planning Commissioner*
John McKay	-	*Planning Commissioner*
Michael Orosco	-	*Planning Commissioner*
Pat Toombs	-	*Planning Commissioner*
Liam Downey	-	*Planning Commissioner*
Wayne Tanda	-	*Planning Commissioner*

Tuesday, November 8, 2016

Council Chamber
17555 Peak Avenue, Morgan Hill, CA
95037

CALL TO ORDER

Chair Tanda called the meeting to order at 7:00 p.m.

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Wayne Tanda	Chairman	Present	
Rene Spring	Planning Commissioner	Excused	
John McKay	Planning Commissioner	Excused	
Michael Orosco	Planning Commissioner	Present	
Pat Toombs	Planning Commissioner	Present	
Joseph Mueller	Planning Commissioner	Present	
Liam Downey	Planning Commissioner	Present	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda.

Attachment: November 8, 2016 Minutes (1938 : NOVEMBER 8, 2016 MINUTES)

PLEDGE OF ALLEGIANCE

OPEN PUBLIC COMMENT PERIOD

Chair Tanda opened the Public Comment period. Hearing no requests to speak, the Public Comment period was closed.

ORDERS OF THE DAY

No changes made.

CONTINUED PUBLIC HEARINGS

1. 16-751 **PUBLIC HEARING FOR THE 2016-2017 RESIDENTIAL DEVELOPMENT CONTROL SYSTEM (RDCS) COMPETITION: APPLICATIONS FOR THE FOLLOWING PROPOSED RESIDENTIAL DEVELOPMENT PROJECTS HAVE REQUESTED ALLOTMENTS PURSUANT TO THE CITY's RDCS IN ACCORDANCE WITH CHAPTER 18.78 OF THE CITY OF MORGAN HILL MUNICIPAL CODE:**

Recommendation:

1. Continue review of the RDCS applications;
2. Adjust scores as necessary;
3. Award Planning Commission Livable Communities Projects Excellence point(s); and
4. Adopt Resolution memorializing final scores.

a. **RDCS2016-0008: Old Monterey – Vo:** Request for six residential building allotments for fiscal year 2018-2019. The proposed development would be for six single – family homes at full build-out. The property, identified by Assessor Parcells number 726-02-014, located on the west side of Old Monterey Road at the intersection with Campoli Drive (Kelly Vo, applicant).

Interim Principal Planner, Gina Paolini, presented the staff report.

Chair Tanda opened the Public Hearing at 7:08 p.m. Hearing no requests to speak the Public Hearing was closed.

No excellence points awarded.

b. **RDCS2016-0009: E. Dunne – Mana:** Request for 16 residential building allotments for Fiscal Year 18-19. The proposed development would be 32 single – family attached residential units at full build-out. The property, identified by Assessor Parcel Number 726-02-014, is located on E. Dunne Avenue, east of Butterfield Boulevard (Man Hanalei VD, Applicant).

Chair Tanda opened the Public Hearing at 7:16. Hearing no requests to speak the Public Hearing was closed.

No excellence points awarded.

Attachment: November 8, 2016 Minutes (1938 : NOVEMBER 8, 2016 MINUTES)

c. **RDCS2016-0010: Monterey – Dynasty:** Request for two residential building allotments for Fiscal Year 2018-2019. The proposed development would be 131 single – family attached residential units at full build-out. The property, identified by Assessor Parcel Number 767-54-035 is located on Monterey Road, south of Vineyard Boulevard (Monterey Dynasty, Applicant).

Chair Tanda opened the Public Hearing at 7:17 p.m. Hearing no requests to speak the Public Hearing was closed.

No excellence points awarded.

d. **RDCS2016-0011: LLAGAS – SILVAS:** Request for thee residential building allotments for Fiscal Year 2018-2019. The proposed development contains three single-family homes at full build-out. The property, identified by Assessor Parcel Number 773-32-013, is located on Llagas Road at Sabini Court (Yancey and Lorinda Silvas, Applicants).

Chair Tanda opened the Public Hearing at 7:17 p.m. Hearing no requests to speak, the Public Hearing was closed.

No excellence points awarded.

e. **RDCS2016-0012: WALNUT GROVE – NEWLAND:** Request for four residential building allotments for Fiscal Year 2018-2019. The proposed development contains nine single – family units at full build-out. The properties, identified by Assessor Parcel Number(s) 726-07-089, 726-07-023 and 726-07-024, are located at Diana Avenue and Walnut Grove Drive, adjacent to U.S. 101 (Newland Homes, Applicant).

Chair Tanda opened the Public Hearing at 7:18 p.m.
Shirley Higdon was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

No excellence points awarded.

f. **RDCS2016-0013: COCHRANE – CAL ATLANTIC:** Request for 52 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 135 single-family attached and detached units at full build-out. The properties, identified by Assessor Parcel Number(s) 728-36-014 and 728-36-013, are located at the corner of Cochrane Road and Mission View Drive (Cal Atlantic, Applicant).

Chair Tanda opened the Public Hearing at 7:21 p.m.
Chris Campbell was called to speak.
Bridgit Koller was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Award one point for the circulation efficiency.

RESULT: AWARDED [3-2]
MOVER: Liam Downey, Planning Commissioner
SECONDER: Pat Toombs, Planning Commissioner
AYES: Toombs, Mueller, Downey
NAYS: Tanda, Orosco
EXCUSED: Spring, McKay

MOTION:
Award two excellence points.

RESULT: AWARDED [5-0]
AYES: Toombs, Mueller, Downey, Tanda, Orosco
EXCUSED: Spring, McKay

g. **RDCS2016-0014: LAUREL DEROSE:** Request for 45 residential building allotments for Fiscal Year 2018-2019. The proposed development would be 65 units at full build-out. The Property, identified by Assessor Parcel Number 726-01-008, is located at Laurel Road and East Dunne Avenue (Tri Point Homes, Inc., Applicant).

Chair Tanda opened the Public Hearing at 7:34 p.m.
Tiffany Grubbs was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

No excellence points awarded.

h. **RDCS2016-0015: COCHRANE – BORELLO:** Request for 30 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 244 single-family unit gated community at full build-out. The property, identified by Assessor Parcel Number 728-34-028 and 728-34-029, is located at Cochrane Road adjacent to the Alicante Estates and Alicante Ranch developments (Toll Brothers Norther California Applicant).

Chair Tanda opened the Public Hearing at 7:36 p.m.
John Telfer was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Award two excellence points.

RESULT: AWARDED [4-1]
AYES: Toombs, Mueller, Tanda, Orosco
NAYS: Downey
EXCUSED: Spring, McKay

i. **RDCS2016-0017: JARVIS – MWEST:** Request for 10 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 383 multi-family rental units at full build-out. The properties, identified by Assessor Parcel Number(s) 726-25-078, 726-25-079, 726-25-066 and 726-25-067, are located at the northeast corner of Jarvis Drive and Monterey Road (MWest PropCo., Applicant).

Chair Tanda opened the Public Hearing at 7:39 p.m.
Kerry Williams was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

No excellence points awarded.

j. **RDCS2016-0017: MURPHY – PRESIDIO EVERGREEN:** Request for 44 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 74 condominium units at full build-out. The property, identified by Assessor Parcel Number 817-12-009, is located at the northwest corner of San Pedro Avenue and Murphy Avenue (Presidio Evergreen, LLC, Applicant).

Chair Tanda opened the Public Hearing at 7:43 p.m. Hearing no requests to speak, the Public Hearing was closed.

No excellence points awarded.

k. **RDCS2016-0018: CONDIT – PRESIDIO EVERGREEN:** Requests for 17 residential building allotments for Fiscal Year 2018-2019. The proposed development will be a 182-unit multi-family rental development at full build-out. The property, identified by Assessor Parcel Number 817-12-006, is located on the northeast corner of San Pedro Avenue and Condit Avenue (Presidio Evergreen, LLC., Applicant).

Chair Tanda opened the Public Hearing at 7:44 p.m. Hearing no requests to speak, the Public Hearing was closed.

No excellence points awarded.

MOTION:
Adopt Resolution memorializing final scores.

RESULT:	**ADOPTED [4 to 1]**
MOVER:	Liam Downey, Planning Commissioner
SECONDER:	Pat Toombs, Planning Commissioner
AYES:	Toombs, Tanda, Orosco, Downey
ABSTAIN:	Mueller
EXCUSED:	Spring, McKay

PUBLIC HEARINGS

2. 16-753 **TENTATIVE SUBDIVISION MAP, SD-16-02/ DEVELOPMENT AGREEMENT, DA-16-01/ ENVIRONMENTAL ASSESSMENT, EA-16-02: WALNUT GROVE – NEWLAND HOMES:** Request for a Development Agreement and a 5-lot Tentative Subdivision Map on a 2.17 acre site. The properties, identified by Assessor Parcel Number(s) 726-07-089, 726-07-023 and 726-07-024, are located at the east side of Walnut Grove Drive, south of Diana Avenue and Walnut Grove Drive, adjacent to U.S. 101 (Newland Homes, Applicant (Light of the World, Inc., Deluke Company, Timothy Healey, Diana Estates, Owners).

Recommendation:

1. Continue hearing;
2. Continue the application to the November 22, 2016 Planning Commission meeting. Additional time is needed to finalize the design of the proposed public street on the easterly side of the project, to the satisfaction of the Public Works Department.

Interim Principal Planner, Gina Paolini, presented the staff report.

Chair Tanda opened the Public Hearing at 7:46 p.m. Hearing no requests to speak, the Public Hearing was closed.

RESULT:	**CONTINUED [UNANIMOUS]**	**Next 11/22/16 7:00 PM**
MOVER:	Joseph Mueller, Planning Commissioner	
SECONDER:	Michael Orosco, Planning Commissioner	
AYES:	Mueller, Orosco, Toombs, Downey, Tanda	
EXCUSED:	Spring, McKay	

3. 16-707 ZONING AMENDMENT (ZA2016-0007: CITY OF MORGAN HILL-MEDICAL OFFICES AND CLINICS): An Amendment to Title 18, Division 1, Zoning Code to amend Chapter 18.04 "Definitions", amend Chapter 18.20 CN Neighborhood Commercial District, Section 18.20.020 permitted used, amend Chapter 18.22 CG General Commercial District, Section 18.22.020 permitted uses of the Morgan Hill Municipal Code.

Recommendation:

1. Recommend that the Planning Commission review the proposed amendments and adopt a Resolution recommending City Council approval of the Ordinance.

Economic Development, John Lang, presented the staff report.

Chair Tanda opened the Public Hearing. Hearing no requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution recommend City Council approve the Ordinance as stated.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Pat Toombs, Planning Commissioner
SECONDER:	Joseph Mueller, Planning Commissioner
AYES:	Toombs, Tanda, Orosco, Downey
NAYS:	Mueller
EXCUSED:	Spring, McKay

ANNOUNCEMENTS

None

Attachment: November 8, 2016 Minutes (1938 : NOVEMBER 8, 2016 MINUTES)

ADJOURNMENT

There being no further business, Chair Tanda adjourned the meeting at 8:36 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

Attachment: November 8, 2016 Minutes (1938 : NOVEMBER 8, 2016 MINUTES)

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Jenna Luna, Municipal Services Assistant
APPROVED BY: Jennifer Carman, Community Development Director

APPROVE THE NOVEMBER 22, 2016 MEETING MINUTES

RECOMMENDATION(S)
Approve Minutes.

During the transition from the Legistar agenda management system and the Accela agenda management system, it was discovered during the auditing of the City's archival records that these minutes had not been officially adopted by the Planning Commission. The attached minutes are part of the archival record.

LINKS/ATTACHMENTS:
1. November 22, 2016 Minutes

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning
Commission

Wayne Tanda - Chairman
John McKay - Planning Commissioner
Michael Orosco - Planning Commissioner
Pat Toombs - Planning Commissioner
Liam Downey - Planning Commissioner
Joseph Mueller - Planning Commissioner

Tuesday, November 22, 2016

Council Chamber
17555 Peak Avenue, Morgan Hill, CA
95037

CALL TO ORDER

Chair Tanda called the meeting to order at 7:00 p.m.

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Wayne Tanda	Chairman	Present	
John McKay	Planning Commissioner	Present	
Michael Orosco	Planning Commissioner	Present	
Pat Toombs	Planning Commissioner	Excused	
Joseph Mueller	Planning Commissioner	Present	
Liam Downey	Planning Commissioner	Excused	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda.

PLEDGE OF ALLEGIANCE

Planning Commissioner Orosco led the Pledge of Allegiance.

Attachment: November 22, 2016 Minutes (1937 : NOVEMBER 22, 2016 MINUTES)

OPEN PUBLIC COMMENT PERIOD

Chair Tanda opened the Public Comment period. Hearing no requests to speak, the Public Comment period was closed.

ORDERS OF THE DAY

Continue Study Session on Downtown Opportunity Sites after Item 3.

MINUTES

1. 16-787 APPROVE THE SEPTEMBER 13, 2016

Recommendation:

Approve Minutes.

MOTION:
Approve the minutes with a correction that Item 4 be removed from the minutes as there was no Item 4 on the agenda.

RESULT:	**APPROVED [5 to 0]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Mueller, McKay, Orosco, Tanda
EXCUSED:	Toombs, Downey

CONTINUED PUBLIC HEARINGS

2. 16-736 TENTATIVE SUBDIVISION MAP, SD-16-02/ DEVELOPMENT AGREEMENT, DA-16-01/ ENVIRONMENTAL ASSESSMENT, EA-16-02: WALNUT GROVE – NEWLAND HOMES: Request for a Development Agreement and a 5-lot Tentative Subdivision Map on a 2.17 acre site. The properties, identified by Assessor Parcel Number(s) 726-07-089, 726-07-023 and 726-07-024, are located at the east side of Walnut Grove Drive, south of Diana Avenue and Walnut Grove Drive, adjacent to U.S. 101 (Newland Homes, Applicant; Light of the World, Inc. Deluke Company, Timothy Healey, Diana Estates, Owners). CEQA: Mitigated Negative Declaration Prepared.

Recommendation:

1. Adopt Resolution approving a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;
2. Adopt Resolution approving Subdivision Map SD-16-02; and
3. Adopt Resolution recommending City Council approval of Development Agreement DA-16-01

Contract Planner, Richard Buikema, presented the staff report.

Chair Tanda opened the Public Hearing.
Bryan Avilla was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	John McKay, Planning Commissioner
SECONDER:	Michael Orosco, Planning Commissioner
AYES:	Mueller, McKay, Orosco, Tanda
EXCUSED:	Toombs, Downey

MOTION:
Adopt a Resolution recommending City Council approve the Development Agreement with the modification to Exhibit D and adding attachment A.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Michael Orosco, Planning Commissioner
AYES:	Mueller, McKay, Orosco, Toombs, Tanda
EXCUSED:	Toombs, Downey

MOTION:
Adopt a Resolution approving the Tentative Subdivision Map using the supplemental conditions provided by staff and with a modification to the Public Works Section requiring the developer to contribute funds to a reserve account of the Home Owners Association for the repair of the Turn-about.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Mueller, McKay, Orosco, Tanda
EXCUSED:	Toombs, Downey

OTHER BUSINESS:

3. 16-777 USE DETERMINATION FOR SCHOOL USE WITHIN THE SERVICE COMMERCIAL – PLANNED DEVELOPMENT (CS-PD) ZONING DISTRICT

Recommendation:

1. Provide direction on the establishing of a school use on the subject site.

Interim Principal Planner, Gina Paolini, presented the staff report.

Chair Tanda opened the Public Comment period.
Pete Carrillo was called to speak.
Frances Teso was called to speak.
Juan Carlos Villasenor, Principal
Hearing no further requests to speak, the Public Comment period was closed.

Attachment: November 22, 2016 Minutes (1937 : NOVEMBER 22, 2016 MINUTES)

MOTION:
The Planning Commission is open to a school at the proposed site and would not require the applicant to establish a Planned Development for the entire site.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Michael Orosco, Planning Commissioner
AYES:	Mueller, McKay, Orosco, Tanda
EXCUSED:	Toombs, Downey

CONTINUED STUDY SESSION

16-783 DOWNTOWN DEVELOPMENT OPPORTUNITIES STUDY SESSION

Recommendation:

1. Provide input on the Downtown Development Opportunities.

Economic Development Director, Edith Ramirez, presented the staff report.

Chair Tanda opened the Public Comment period.
Rocke Garcia was called to speak.
Reyad Katwan was called to speak.
Glenda Garcia was called to speak.
Joe Guerra was called to speak.
Hearing no further requests to speak, the Public Comment period was closed.

The Planning Commission reviewed, discussed, and provided feedback.

PUBLIC HEARINGS

4. 16-778 DEVELOPMENT AGREEMENT AMENDMENT, DAA-14-10 (AAE2016-0003): E. Dunne – Busk: Request for a six month extension to a commencement of construction date within an approved development agreement for a 14-unit single family project. The property, identified by Assessor Parcel Number 817-19-044, is located on a 3.65 acre site on the southeast corner of the intersection of East Dunne Avenue and Murphy Avenue (Betty Busk, Owner).

Recommendation:

1. Application DDA-14-10: Recommend City Council Denial.

Interim Planning Manager, Terry Linder, presented the staff report.

Chair Tanda opened the Public Hearing.
Scott Murray was called to speak.
John Telfer was called to speak.
Bill McClintock was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Deny extension.

RESULT:	**FAILED [2-2]**
MOVER:	Michael Orosco, Planning Commissioner
SECONDER:	Wayne Tanda, Planning Commissioner
AYES:	Orosco, Tanda
NAYS:	McKay, Mueller
EXCUSED:	Toombs, Downey

ANNOUNCEMENTS

The Planning Commission will be holding a workshop on December 6, 2016 at 1:30 p.m. The Planning Commission will also be holding another workshop at 1:30 p.m. on December 13, 2016 before the regular scheduled hearing at 7:00 p.m.

ADJOURNMENT

There being no further business, Chair Tanda adjourned the meeting at 10:54 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

Attachment: November 22, 2016 Minutes (1937 : NOVEMBER 22, 2016 MINUTES)

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Jenna Luna, Municipal Services Assistant
APPROVED BY: Jennifer Carman, Community Development Director

APPROVE THE DECEMBER 13, 2016 MEETING MINUTES

RECOMMENDATION(S)
Approve Minutes.

During the transition from the Legistar agenda management system and the Accela agenda management system, it was discovered during the auditing of the City's archival records that these minutes had not been officially adopted by the Planning Commission. The attached minutes are part of the archival record.

LINKS/ATTACHMENTS:
1. December 13, 2016 Minutes

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning
Commission

Wayne Tanda	-	*Chairman*
John McKay	-	*Planning Commissioner*
Michael Orosco	-	*Planning Commissioner*
Pat Toombs	-	*Planning Commissioner*
Liam Downey	-	*Planning Commissioner*
Joseph Mueller	-	*Planning Commissioner*

Tuesday, December 13, 2016

Council Chamber
17555 Peak Avenue, Morgan Hill, CA
95037

CALL TO ORDER

Chair Tanda called the meeting to order at 7:00 p.m.

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Wayne Tanda	Chairman	Present	
John McKay	Planning Commissioner	Present	
Michael Orosco	Planning Commissioner	Present	
Pat Toombs	Planning Commissioner	Present	
Liam Downey	Planning Commissioner	Present	
Joseph Mueller	Planning Commissioner	Present	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda.

PLEDGE OF ALLEGIANCE

Planning Commissioner Toombs led the Pledge of Allegiance.

Attachment: December 13, 2016 Minutes (1936 : DECEMBER 13, 2016 MINUTES)

OPEN PUBLIC COMMENT PERIOD

Chair Tanda opened the Public Comment period. Hearing no requests to speak, the Public Comment period was closed.

ORDERS OF THE DAY

No changes made.

PUBLIC HEARINGS

1. **16-814** **DEVELOPMENT AGREEMENT, DA2016-0008: PEAK – FINAMORE:** Request for a Development Agreement for a single family attached (Duet) residence on two lots. The property, identified by Assessor Parcel Number 764-36-037, is located on the southeast corner of Peak Avenue and Claremont Drive (Rick Finamore, Owner). CEQA: Categorically exempt pursuant to section 15303(a) (New Construction of small structures).

Recommendation:

1. Adopt Resolution recommending City Council approval of Development Agreement DA2016-0008.

Interim Principal Planner, Gina Paolini, presented the staff report.

Chair Tanda opened the Public Hearing. Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution recommending City Council approve the Development Agreement with a request for staff to check the order of the Exhibits listed as it appears Exhibits C and D are reversed.

RESULT:	**ADOPTED [5-0]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Mueller, McKay, Toombs, Downey, Tanda
RECUSED:	Orosco

ANNOUNCEMENTS

The RDCS Allotments discussion is going to be held on January 10, 2017 at 3:30 p.m. Staff believes the report will be made available after the City's furlough.

ADJOURNMENT

There being no further business, Chair Tanda adjourned the meeting at 7:16 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

Attachment: December 13, 2016 Minutes (1936 : DECEMBER 13, 2016 MINUTES)

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Jenna Luna, Municipal Services Assistant
APPROVED BY: Jennifer Carman, Community Development Director

APPROVE THE JANUARY 10, 2017 MEETING MINUTES

RECOMMENDATION(S)
Approve Minutes.

During the transition from the Legistar agenda management system and the Accela agenda management system, it was discovered during the auditing of the City's archival records that these minutes had not been officially adopted by the Planning Commission. The attached minutes are part of the archival record.

LINKS/ATTACHMENTS:
1. January 10, 2017

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning Commission

Wayne Tanda - Chairman
John McKay - Planning Commissioner
Michael Orosco - Planning Commissioner
Pat Toombs - Planning Commissioner
Liam Downey - Planning Commissioner
Joseph Mueller - Planning Commissioner

Tuesday, January 10, 2017 7:00 p.m.

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Chair Tanda called the meeting to order at 7:00 p.m.

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Wayne Tanda	Chairman	Present	
John McKay	Planning Commissioner	Present	
Michael Orosco	Planning Commissioner	Present	
Pat Toombs	Planning Commissioner	Present	
Liam Downey	Planning Commissioner	Present	
Joseph Mueller	Planning Commissioner	Present	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the agenda.

PLEDGE OF ALLEGIANCE

Commissioner Toombs led the Pledge of Allegiance.

Attachment: January 10, 2017 (1940 : JANUARY 10, 2017 MINUTES)

OPEN PUBLIC COMMENT PERIOD

Chair Tanda opened the Public Comment period. Hearing no requests to speak, the Public Comment period was closed.

ORDERS OF THE DAY

No changes made.

PUBLIC HEARINGS

ITEM REPORT #

1. 17-010 **ZONING AMENDMENT, ZA2016-0008/ DEVELOPMENT AGREEMENT, DA2016-0009/ ENVIRONMENTAL ASSESSMENT, EA2016-0012: DEPOT – SUNSWEET MORGAN HILL, LLC.:** Request for a Zoning Amendment and Development Agreement for a mixed-use project consisting of 83 residential units and 5,760 square feet of commercial space. The 1.65-acre site, identified by Assessor Parcel Number(s) 726-13-044, 032 & 054, is located on the west side of Depot Street between Third Street and East Fourth Street (Glenrock Builders, Owner). CEQA: Addendum to previously adopted Environmental Impact Report.

Recommendation:

1. Adopt a Resolution recommending City Council approval of the Zoning Amendment (ZA2016-0008); and,
2. Adopt a Resolution recommending City Council approval of Development Agreement (DA2016-0009).

Interim Planning Manager, Terry Linder, presented the staff report.

Chair Tanda opened the Public Hearing.
Rocke Garcia was called to speak.
Michael Van Every was called to speak.
Cindy Teale was called to speak.
Ronda Sorochin was called to speak.
Hearing no requests to speak, the Public Hearing was closed.

Edith Ramirez addressed the Planning Commission's concerns.

MOTION:
Adopt a Resolution approving the Zoning Amendment with a modification to Section 8 that states all ground retail/commercial space shall have a minimum 45 – foot depth, flip the office space to the westerly side and limit that to 2,000 square feet of commercial space to be used for the leasing office, a minimum of 7,546 square feet of commercial building space shall be maintained on East Third Street, the maximum building height for the 10 loft elements shall be 60 feet as measured from the grade of the side walk, the standard parking in-lieu fee shall be paid for each parking stall below the minimum required.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Orosco, Toombs

Attachment: January 10, 2017 (1940 : JANUARY 10, 2017 MINUTES)

MOTION:
Adopt a Resolution recommending City Council approve the Development Agreement with the removal of the "Exhibit C" referenced on page 106.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Liam Downey, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Orosco, Toombs

ITEM REPORT #

2. 16-863 **PUBLIC HEARING FOR THE 2016-2017 RESIDENTIAL DEVELOPMENT CONTROL SYSTEM (RDCS) COMPETITION: APPLICATIONS FOR THE FOLLOWING PROPOSED RESIDENTIAL DEVELOPMENT PROJECTS HAVE REQUESTED ALLOTMENTS PURSUANT TO THE CITY's RDCS IN ACCORDANCE WITH CHAPTER 18.78 OF THE CITY OF MORGAN HILL MUNICIPAL CODE:**

a. **RDCS2016-0008: Old Monterey – Vo:** Request for six residential building allotments for fiscal year 2018-2019. The proposed development would be for six single – family homes at full build-out. The property, identified by Assessor Parcells number 726-02-014, located on the west side of Old Monterey Road at the intersection with Campoli Drive (Kelly Vo, applicant).

b. **RDCS2016-0009: E. Dunne – Mana:** Request for 16 residential building allotments for Fiscal Year 18-19. The proposed development would be 32 single – family attached residential units at full build-out. The property, identified by Assessor Parcel Number 726-02-014, is located on E. Dunne Avenue, east of Butterfield Boulevard (Man Hanalei VD, Applicant).

c. **RDCS2016-0010: Monterey – Dynasty:** Request for two residential building allotments for Fiscal Year 2018-2019. The proposed development would be 131 single – family attached residential units at full build-out. The property, identified by Assessor Parcel Number 767-54-035 is located on Monterey Road, south of Vineyard Boulevard (Monterey Dynasty, Applicant).

d. **RDCS2016-0011: LLAGAS – SILVAS:** Request for thee residential building allotments for Fiscal Year 2018-2019. The proposed development contains three single-family homes at full build-out. The property, identified by Assessor Parcel Number 773-32-013, is located on Llagas Road at Sabini Court (Yancey and Lorinda Silvas, Applicants).

e. **RDCS2016-0012: WALNUT GROVE – NEWLAND:** Request for four residential building allotments for Fiscal Year 2018-2019. The proposed development contains nine single – family units at full build-out. The properties, identified by Assessor Parcel Number(s) 726-07-089, 726-07-023 and 726-07-024, are located at Diana Avenue and Walnut Grove Drive, adjacent to U.S. 101 (Newland Homes, Applicant).

f. **RDCS2016-0013: COCHRANE – CAL ATLANTIC:** Request for 52 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 135 single-family attached and detached units at full build-out. The properties, identified by Assessor Parcel Number(s) 728-36-014 and 728-36-013, are located at the corner of Cochrane Road and Mission View Drive (Cal Atlantic, Applicant).

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g. **RDCS2016-0014: LAUREL DEROSE:** Request for 45 residential building allotments for Fiscal Year 2018-2019. The proposed development would be 65 units at full build-out. The Property, identified by Assessor Parcel Number 726-01-008, is located at Laurel Road and East Dunne Avenue (Tri Point Homes, Inc., Applicant).

h. **RDCS2016-0015: COCHRANE – BORELLO:** Request for 30 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 244 single-family unit gated community at full build-out. The property, identified by Assessor Parcel Number 728-34-028 and 728-34-029, is located at Cochrane Road adjacent to the Alicante Estates and Alicante Ranch developments (Toll Brothers Norther California Applicant).

i. **RDCS2016-0017: JARVIS – MWEST:** Request for 10 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 383 multi-family rental units at full build-out. The properties, identified by Assessor Parcel Number(s) 726-25-078, 726-25-079, 726-25-066 and 726-25-067, are located at the northeast corner of Jarvis Drive and Monterey Road (MWest PropCo., Applicant).

j. **RDCS2016-0017: MURPHY – PRESIDIO EVERGREEN:** Request for 44 residential building allotments for Fiscal Year 2018-2019. The proposed development contains 74 condominium units at full build-out. The property, identified by Assessor Parcel Number 817-12-009, is located at the northwest corner of San Pedro Avenue and Murphy Avenue (Presidio Evergreen, LLC, Applicant).

k. **RDCS2016-0018: CONDIT – PRESIDIO EVERGREEN:** Requests for 17 residential building allotments for Fiscal Year 2018-2019. The proposed development will be a 182-unit multi-family rental development at full build-out. The property, identified by Assessor Parcel Number 817-12-006, is located on the northeast corner of San Pedro Avenue and Condit Avenue (Presidio Evergreen, LLC., Applicant).

Recommendation:

1. Adopt a Resolution awarding RDCS building allotments to qualifying projects.

Interim Principal Planner, Gina Paolini, presented the staff report.

Chair Tanda opened the Public Hearing.
John Telfer was called to speak.
Bridgit Koller was called to speak.
Brian Berry was called to speak.
Ross Doyle was called to speak.
Orville Power was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution awarding RDCS building allotments according to staff's recommendation with a change in the number of allotments for the RDCS2016-0009: E. Dunne – Mana from 16 to 15 and adding one additional allotment to the RDCS2016-0015: Cochrane Borello project.

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Liam Downey, Planning Commissioner
AYES:	McKay, Downey, Mueller, Tanda, Orosco, Toombs

OTHER BUSINESS:

ITEM REPORT #

3. 16-857 DRAFT BIKEWAYS, TRAILS, PARKS, AND RECREATION MASTER PLAN

RECOMMENDATION:

1. Review and provide comments on the draft Bikeways, Trails, Parks and Recreation Master Plan.

Chris Ghione presented the staff report.

Chair Tanda opened the Public Comment period.
Rocke Garcia was called to speak.
Hearing no further requests to speak, the Public Comment period was closed.

No action taken. The Planning Commission reviewed, discussed, and provided feedback.

ANNOUNCEMENTS

Jennifer Carman was appointed by the City as our new Community Development Director.
Chair Tanda would like to remind everyone that the next meeting of the Planning Commission will be held on January 17, 2017 starting at 3:30 p.m.

ADJOURNMENT

There being no further business, Chair Tanda adjourned the meeting at 10:40 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

Attachment: January 10, 2017 (1940 : JANUARY 10, 2017 MINUTES)

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Jenna Luna, Municipal Services Assistant
APPROVED BY: Jennifer Carman, Community Development Director

APPROVE THE JANUARY 24, 2017 MEETING MINUTES

RECOMMENDATION(S)
Approve Minutes.

During the transition from the Legistar agenda management system and the Accela agenda management system, it was discovered during the auditing of the City's archival records that these minutes had not been officially adopted by the Planning Commission. The attached minutes are part of the archival record.

LINKS/ATTACHMENTS:
1. January 24, 2017

DRAFT

CITY OF MORGAN HILL

Meeting Minutes
Planning Commission

Wayne Tanda	-	*Chairman*
John McKay	-	*Planning Commissioner*
Michael Orosco	-	*Planning Commissioner*
Pat Toombs	-	*Planning Commissioner*
Liam Downey	-	*Planning Commissioner*
Joseph Mueller	-	*Planning Commissioner*
Yvonne Martinez – Beltran	-	*Planning Commissioner*

Tuesday, January 24, 2017 7:00 p.m.

Council Chamber
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Chair Tanda called the meeting to order at 7:00 p.m.

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Wayne Tanda	Chairman	Present	
John McKay	Planning Commissioner	Present	
Michael Orosco	Planning Commissioner	Present	
Pat Toombs	Planning Commissioner	Present	
Liam Downey	Planning Commissioner	Present	
Joseph Mueller	Planning Commissioner	Present	
Yvonne Martinez – Beltran	Planning Commissioner	Present	

DECLARATION OF POSTING AGENDA

Minutes Clerk Luna declared the posting of the Agenda.

Attachment: January 24, 2017 (1941 : JANUARY 24, 2017 MINUTES)

PLEDGE OF ALLEGIANCE

Commissioner Downey led the Pledge of Allegiance.

OPEN PUBLIC COMMENT PERIOD

Chair Tanda opened the Public Comment period. Hearing no requests to speak, the Public Comment period was closed.

OATH OF NEW PLANNING COMMISSION MEMBER

City Clerk, Erma Torres, administered the oath to Yvonne Martinez - Beltran.

ORDERS OF THE DAY

No changes made.

PUBLIC HEARINGS

ITEM REPORT #

1. 17-020 **USE PERMIT, UP2016-0018: 4TH STREET NAVARRO:** Request for a Conditional Use Permit to allow a bar (wine and beer) and the retail sale of wine and beer within an existing 3,150 square foot commercial building with an adjoining 5,700 square foot outdoor recreation/bar area. The properties, identified by Assessor Parcel Numbers 726-13-029 and 726-13-030 are located on the southwesterly corner of East Fourth Street and Depot Street (Patrick Eilert, Owner). CEQA: Categorically exempt pursuant to Section 15301 of the State CEQA Guidelines. (Minor alteration of an existing structure).

Recommendation:

1. Approval Subject to the Findings and Conditions contained in the attached Resolution.

Planning Commissioner Toombs recused herself from this item.

Associate Planner Steve Golden presented the staff report.

Chair Tanda opened the Public Hearing.
John Navarro was called to speak.
Veronica Lanto was called to speak.
Inez Martinez was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Approve the Conditional Use Permit with the following conditions: Planning Staff shall conduct a six-month review of each phase and return to the Planning Commission with a summary of concerns/complaints related to the business, any concerns about the gate control shall be addressed in the Safety and Security Plan, and the Hour of Operations are to be included in resolution.

Attachment: January 24, 2017 (1941 : JANUARY 24, 2017 MINUTES)

RESULT:	**APPROVED [6 to 1]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Tanda, Mueller, Spring, McKay, Orosco, Toombs
NAYS:	Downey

2. 17-033 **DISPOSITION AND DEVELOPMENT AGREEMENT, DA2017-0001: BROOKFIELD BAY AREA HOLDINGS/CITY OF MORGAN HILL:** Request for a Disposition and Development Agreement with Brookfield Bay Area Holdings, LLC for the development of a 61 unit residential development, the realignment of Depot Street to connect to Church Street and replacement parking for the Community and Cultural Center. The properties, identified by Assessor Parcel Numbers 726-13-047, 049, and 052, are located on both sides of Depot Street northerly of East Dunne Avenue (City of Morgan Hill, Robert V. Hammond, Linda Hammond, Robert V. Hammond Jr. and Robert M Trauring, Owners).

Recommendation:

1. Adopt a Resolution confirming conformance with the General Plan.
2. Review and provide feedback on the proposed Term Sheet for the Disposition and Development Agreement.

Economic Development Director, Edith Ramirez and Associate Planner Tiffany Brown presented the staff report.

Chair Tanda opened the Public Hearing.
Joe Guerra was called to speak.
Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a Resolution confirming general conformance with the General Plan with a modification to change the construction up to 65 residential units.

RESULT:	**APPROVED [7 to 0]**
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	John McKay, Planning Commissioner
AYES:	Tanda, Mueller, Spring, McKay, Orosco, Toombs, Downey
NAYS:	

ANNOUNCEMENTS

None.

ADJOURNMENT

There being no further business, Chair Tanda adjourned the meeting at 10:15 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk

Attachment: January 24, 2017 (1941 : JANUARY 24, 2017 MINUTES)

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Tiffany Brown, Associate Planner
APPROVED BY: Jennifer Carman, Community Development Director

DA2017-0008, SD2017-0002, EA2017-0016: LLAGAS - STROLATA - DEVELOPMENT AGREEMENT, SUBDIVISION MAP, AND ENVIRONMENTAL ASSESSMENT FOR PROPERTY IDENTIFIED BY ASSESSOR PARCEL NUMBER 773-32-013 LOCATED AT 1110 LLAGAS AVENUE AT THE NORTHEAST END OF SABINI COURT.

RECOMMENDATION(S)

1. Open/close the public hearing and continue to the September 25, 2018 Planning Commission meeting.

PROJECT SUMMARY

The City has requested that this project be continued to allow staff and the environmental consultant to complete the necessary documentation for the project.

The project will be re-noticed to the neighbors and the site posting has been updated to reflect the September 25, 2018 Planning Commission date.

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Tiffany Brown, Associate Planner
APPROVED BY: Jennifer Carman, Community Development Director

GPA2018-0005/ZA2018-0004/EA2018-0013: GENERAL PLAN AND ZONING AMENDMENT TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM PUBLIC FACILITIES TO MIXED-USE AND THE ZONING CLASSIFICATION FROM PUBLIC FACILITIES TO DOWNTOWN MIXED USE (MU-D) ON A 0.29 ACRE PORTION OF DEPOT STREET LOCATED AT THE CORNER OF DEPOT STREET AND EAST DUNNE AVENUE.

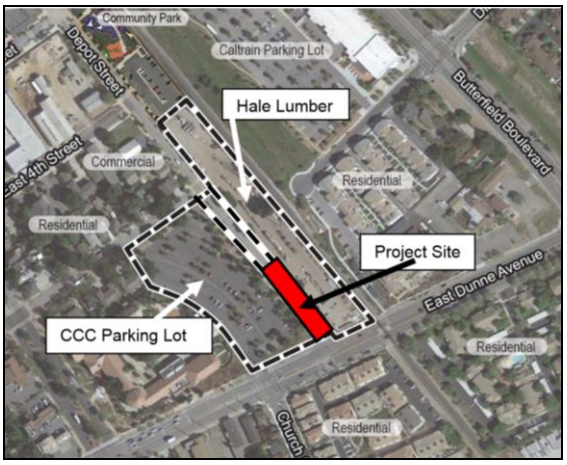
RECOMMENDATION(S)

1. Adopt a Resolution recommending the City Council approve an amendment to the 2035 General Plan;
2. Adopt a Resolution recommending the City Council approve a Zoning amendment;
3. Determine Project Consistency with the General Plan; and
4. Adopt an Addendum to the 2035 General Plan FEIR and Downtown Specific Plan FIER.

POLICY CONSIDERATIONS

1. Is the vacation and subsequent realignment of Depot Street consistent the General Plan?

LOCATION MAP:



PROJECT SUMMARY:

1. Location: South portion of Depot Street right-of-way at East Dunne Avenue intersection (APNs: 726-13-049, and -052)
2. Site Area: 0.29 acres
3. General Plan: Public Facilities, Mixed Use
4. Zoning: Public Facilities and Mixed Use- Downtown Specific Plan

BACKGROUND:

The Downtown Specific Plan, adopted in 2009, created a vision for the 18 Downtown blocks. Part of that vision included realigning Depot Street through the Community and Cultural Center (CCC) parking lot. This report focuses on the realignment of the segment of Depot Street between Fifth Street and East Dunne Avenue. The proposed realignment of Depot Street is dependent on City Council approval of a Disposition and Development Agreement (DDA) which requires vacating 0.29-acres of Depot Street right-of-way and approving a land transaction.

City Council reviewed and approved an Exclusive Right to Negotiate Agreement ("Agreement") with the Latala Group, LLC ("Developer'), at their April 18, 2018 meeting which included realigning Depot Street in conjunction with a development proposal for the Hale Lumber Site (Attachment 3). The Agreement was extended for 30 days on August 22, 2018 by the City Manager because all parties have made substantial progress in negotiating and drafting the DDA (Attachment 4).

The City will be considering a Disposition Development Agreement (DDA) with the Developer on October 3, 2018. The City proposes to process General Plan and Zoning Amendments for the Depot Street right-of-way as the first step towards realigning Depot Street.

Project Description

The City of Morgan Hill proposes to amend the General Plan land use designation and Zoning classification for half of a 0.29-acre portion of the Depot Street right-of-way located at the corner of Depot Street and East Dunne Avenue. The General Plan land use designation would be changed from Public Facilities to Mixed-Use and zoning from Public Facilities to Downtown Mixed Use (MU-D). Land use and zoning designations extend to the centerline of public rights of way. This means the half of the proposed vacation adjacent to the Hale Lumber site already has a Mixed-Use General Plan Designation and Downtown Mixed Used (MU-D) zoning designation. This action would apply to the portion of the proposed vacation adjacent to the Community Center property. Typically, when a public street is vacated, each half of the roadway is granted to the adjacent property. In this case, Depot Street is completely owned by the City in fee title and the entire portion of the street would remain City property.

Current Land Use and Zoning **Proposed Land Use and Zoning**

Public Facilities
Mixed Use, Downtown Mixed Use

ANALYSIS:

The proposed project was analyzed with respect to consistency with the: 1) General Plan; 2) Downtown Specific Plan; 3) Zoning Ordinance; 4) 2017 Bikeways, Trails, Parks and Recreation Master Plan; 5) 2017 Morgan Hill Economic Blueprint; 6) 2018 Vision Zero; 7) Station Area Master Plan; and, 8) California Environmental Quality Act.

1. General Plan

The Transportation Element within the 2035 General Plan offers mechanisms for making Morgan Hill a safe and efficient place to travel, whether by train, bus, car, bike or foot. The City's transportation system envisioned a coordinated combination of public transit, private vehicles, biking, and walking. A key focus during the General Plan horizon is construction of new roadways and segments that will fill in "missing links" and provide for increased connectivity of the roadway system. The City has the opportunity to realign Depot Street through the CCC parking lot with redevelopment of the adjacent property currently utilized as a lumber yard business (Hale Lumber). The property/business owner of the Hale Lumber site is interested in relocating the business and has offered the property for redevelopment to the Developer. A General Plan amendment is required for half of the proposed 0.29-acres of Depot Street right-of-way to be vacated by the City.

General Plan Policies that would apply to this project include:

Policy TR-3.3 – **Timing of Street Construction from Private Development.**

Require developers to provide for the construction of their portions of arterial and collector streets at the time of development.

Policy TR-3.15 – **Depot Street Rerouting and Extension**. In order to provide a continuous north-south travel route to, from, and within Downtown, re-route Depot Street south through the existing Community and Cultural Center parking lot to connect to Church Street, and explore the feasibility of extending Depot Street north to curve over and connect to McLaughlin through to Central Avenue.

Policy TR-8.14 – **Bikeway Master Plan.** Implement and maintain the City's bikeways system based on standards established in the Bikeways Master Plan.

Consistency

The amendment to the land use designation would be consistent with the General Plan and the policies that require the City to consider the re-routing of Depot Street to provide a continuous north-south travel route through the Downtown and provides an opportunity for the site to be redeveloped for needed housing. The new alignment improves multi-modal circulation and connectivity to Downtown and the Transit Center.

2. Downtown Specific Plan

The Downtown Specific Plan (DTSP), adopted in 2009, identified Depot Street as an important alternate north-south travel route within the Downtown. The DTSP provided a preferred design option for Depot Street with realigning Depot Street through the existing CCC Parking lot and connecting East Dunne Avenue at the Church Street and East Dunne Avenue signal. Although the realignment of Depot Street was disclosed as an alternative roadway improvement within the DTSP, the realignment was not evaluated for trip re-distribution and level of service.

The preparation of a Transportation Impact Analysis (TIA) for the realignment of Depot Street was a requirement of the project (Attachment 5). The TIA concluded that the level of service analysis for the realignment and the proposed residential project is projected to operate within accepted service levels of the 2035 General Plan FEIR and Downtown Specific Plan MFEIR.

Consistency

The proposed amendment is consistent with the Downtown Specific Plan preferred Depot Street Realignment pursuant to Chapter 3 Multi-Modal Circulation and Streetscapes, enhances connectivity and circulation within the Downtown, and maintains the acceptable service levels for intersections within the Downtown.

3. Zoning Ordinance

The Planning Commission may recommend approval to the City Council a Zoning Map Amendment only if all the following findings are made:

a. The proposed amendment is consistent with the General Plan and any applicable specific plan as provided by Government Code Section 65860.

b. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

c. The affected site is physically suitable in terms of design, location, shape, size, and other characteristics to ensure that the permitted land uses and development will comply with the Zoning Code and General Plan and contribute to the health, safety, and welfare of the property, surrounding properties, and the community at large.

Circulation

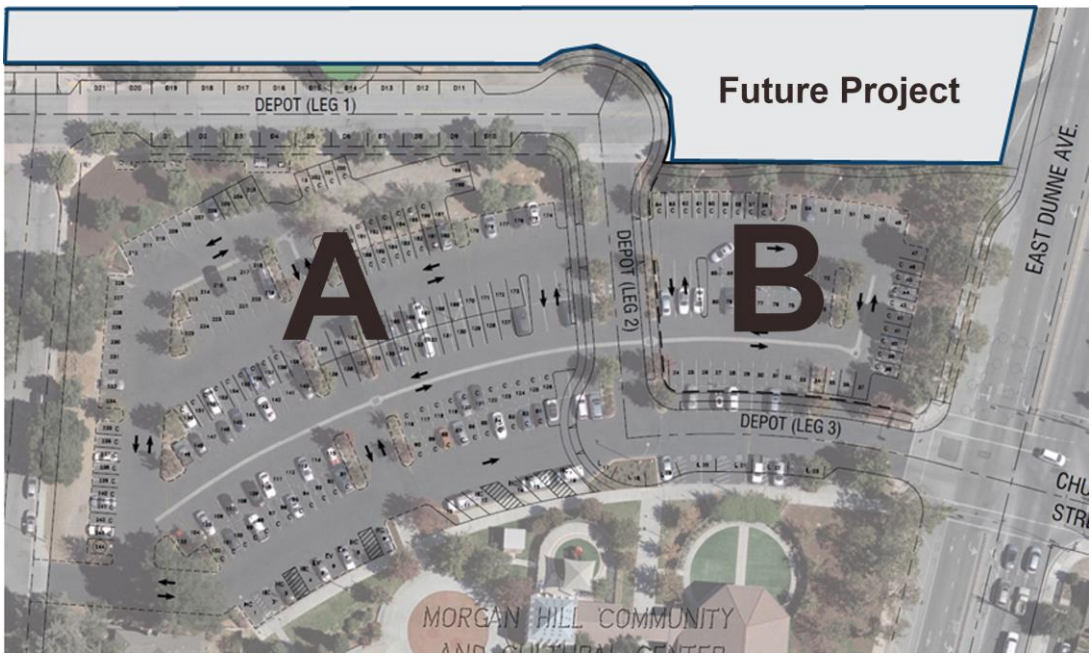
As currently designed, Depot Street is a two-leg intersection with East Dunne Avenue. East Dunne Avenue at this intersection is a one-way road, requiring southbound Depot Street vehicles to turn right (west) onto East Dunne Avenue. Access to Highway 101 from southbound Depot Street requires vehicles to cross three (3) lanes of traffic to get into the left-hand turn lane at Church Street (and requires a U-turn movement to head eastbound on East Dunne Avenue towards Highway 101). This does not provide an ideal circulation pattern to and within Downtown.

The proposed realignment of Depot Street provides traffic calming by design. The angles with the knuckle turns require drivers to reduce their speeds through the area and provide additional room for drivers entering the Hale Lumber site and CCC parking lot entrances. The realignment would provide direct connectivity from Depot Street to a signalized intersection which enhances connectivity, convenience, and safety for vehicles, cyclists and pedestrians.

Adjacent Site Access

The Hale Lumber site is accessed from East Dunne Avenue, near the Depot Street and East Dunne Avenue intersection. The CCC parking lot has three access points: two-way entrance from Fifth Street, two-way entrance in the middle of the site from Depot Street, and at the Church Street/East Dunne Avenue signalized intersection.

The realignment of Depot Street divides the CCC parking lot into two parking lots. Lot A would be adjacent to Fifth Street, and Lot B would be adjacent to East Dunne Avenue. Access would be provided to both parking lots from the new realigned Depot Street. Lot A would continue to have two-way access from Fifth Street with an additional one-way exist onto Depot Street for southbound drivers.



The entrances for the Hale Lumber site would also be accessed from Depot Street, one access point at Fifth Street and one at the proposed Depot Street knuckle.

Queuing and access to the adjacent properties with the realignment of Depot Street were analyzed within the TIA. The study finds sufficient access to adjacent sites and sufficient queue storage capacity at Depot Street and the Church Street/East Dunne Avenue intersection. The southbound approach at the intersection resulted in the increase of the maximum queue length by 6 vehicles (from 2 to 8 vehicles, or 50 to 200 feet) during the PM peak-hour (with site development). This maximum queue length could be accommodated along the entire length of Depot Street. To prevent the blocking of access to the CCC parking lot driveways proposed along the realigned Depot Street, the TIA recommends a “Keep Clear” pavement marking be installed along the CCC parking lot driveway entries.

The new Depot Street realignment would be designed to meet the City’s Public Street Standards.

<u>Consistency</u>

The zoning amendment supports the realignment of Depot Street consistent with the General Plan and DTSP. The new Depot Street realignment would be built to Public Street Standards and would provide enhanced multi-modal connectivity, safety with the addition of completed sidewalks, and convenience for the community.

4. 2017 Bikeways, Trails, Parks and Recreation Master Plan

The Bikeways, Trails, Parks and Recreation Master Plan (BTPRMP) was adopted in 2017, is a strategic and practical guide for improving and expanding the City of Morgan Hill’s recreation system over the next 20 years. The City’s bikeways, trails, parks and

recreation facilities are part of an interconnected system that is foundational to the high quality of life in Morgan Hill. The BTPRMP guides the development of an integrated system that supports an active and healthy lifestyle and increases multi-modal access to the City's popular destinations and services.

BTPRMP Policies that would apply to this project include:

B2. **Develop an interconnected network of bikeways and multi-use trails that safely connect neighborhoods and residences with workplaces, schools, parks, and community destinations, and consistent with General Plan Goal TR-8.**

B5. **Support economic and community development through active transportation and active recreation activities.**

Table 4-4: Recommended Bikeways Projects (Excerpt from BTPRMP)

Project	Project Type	Recommend Enhancements	Relevant Sites
B-C	Bicycle Boulevard	Improve low-traffic and low-speed streets by adding signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.	B-C2. Depot St from E Main Ave to E Dunne Ave

<u>Consistency</u>

The amendment will allow Depot Street to be realigned and provide for enhanced bicycle lanes, slower speeds on Depot Street, and provide convenient connectivity to and through Downtown and the Transit Area.

5. 2017 Morgan Hill Economic Blue Print

The City's 2017 Morgan Hill Economic Blueprint establishes the City's current priorities for the implementation of Economic Development goals. The document does not replace the Economic Development Element of the General Plan, but rather supplements the 2035 General Plan by identifying quantifiable actions required to generate jobs, attract investment, grow economic prosperity, and create a fiscally sustainable future:

a) Innovation and Advanced Manufacturing
b) Retail
c) Hospitality/Tourism

d) Healthcare

Consistency

The proposed amendment to supports the realignment of Depot Street, improves multi-modal circulation to and through Downtown Morgan Hill and the Transit Center. This supports tourism and convenient access to retail within downtown.

6. 2018 Vision Zero

At the January 18, 2018 meeting, the Council adopted Vision Zero; a plan that prioritizes pedestrian safety through design and development/redevelopment.

Consistency

The amendment allows the realignment of Depot Street. The realignment will be designed to provide consistency with Vision Zero design standards related to streets and bikeways within the Vision Zero Morgan Hill Actions Section of the document. The reconfiguration of the CCC parking lot will incorporate enhanced pedestrian pathways through the larger parking lot and introduces landscaped sidewalks that provide buffered walkways with direct access to the CCC.

7. Station Area Master Plan

While not an adopted master plan, the Station Area Master Plan (SAMP) was accepted in February 2018 and discusses multi-modal transportation enhancements and connectivity to the Transit Center and within the Downtown. The SAMP identifies Depot Street as a Transit Connector, and further defines a Transit Connecter as a downtown-serving street that provides direct access to the Morgan Hill Transit Center. The SAMP identifies improvements in Table 3-1 related to this section of Depot Street that discuss improving sidewalk gaps, bicycle lane gaps, and the realignment of Depot Street with Church Street intersection. The proposed amendments will provide allow for these improvements.

8. California Environmental Quality Act (CEQA):

The Final Master Environmental Impact Report for the Morgan Hill Downtown Specific Plan was certified in November 2009 in conformance with California Environmental Quality Act (CEQA) Guidelines Section 15175(a), identified the impacts of the Downtown Specific Plan in order to streamline the later environment review of projects and approvals required to implement the Specific Plan. The intent was for the Downtown Specific Plan FEIR to be a program-level document from which subsequent development consistent with the Specific Plan could tier from (in conformance with CEQA Guidelines Section I5176(d)).

An Environmental Impact Report (EIR) for the Morgan Hill 2035 Project, was prepared in accordance with CEQA and certified by the Morgan Hill City Council on July 27, 2016.

(SCH #2015022074).

CEQA Guidelines § 15164 states that the lead agency or a responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in § 15162 calling for preparation of a subsequent EIR have occurred.

An Addendum was prepared (Attachment 6) to provide a program-level CEQA analysis of the proposed project, as part of the adopted 2009 Downtown Specific Plan EIR.

The TIA prepared for the project concluded consistency with both the General Plan Final Environmental Impact Report (FEIR) and the Downtown Specific Plan Master Environmental Impact Report (MFEIR) and was incorporated within the Addendum.

The Addendum found no impacts that were not previously disclosed in the General Plan FEIR or the Downtown Specific Plan Master FEIR, nor would it result in a substantial increase in the magnitude of any significant environmental impacts previously identified.

The project site is within Block 6 and 8 of the Specific Plan areas. The Morgan Hill CCC is located on Block 6 which consists of buildings, landscaping and surface parking spaces. Block 8 is currently developed with a warehouse and lumber yard which is separated from existing residential uses by Depot Street. A project-level analysis of future development for the attached three-story townhome style units with 3,000 square feet of office with condos project, and the realignment of Depot Street we be completed as more detail becomes available about each prior to the City acting or committing to implementation or project components, in accordance with CEQA and City standards.

Community Engagement

The Morgan Hill community was informed about the proposed project through pubic notification including site signage, newspaper notice, and direct mail to property owners within 300 feet of the project.

LINKS/ATTACHMENTS:

1. Resolution - General Plan Amendment
2. Resolution - Zoning Amendment
3. Agreement To Negotiate Exclusively (ENA)
4. ENA Time Extension
5. Hale Lumber Mixed-Use Development TIA
6. Hale Lumber Depot Street Land Transaction-CEQA Addendum

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT GPA2018-0005 TO UPDATE THE GENERAL PLAN LAND USE MAP ON HALF OF THE 0.29 ACRE PORTION OF DEPOT STREET LOCATED AT THE END OF DEPOT STREET AND EAST DUNNE AVENUE INTERSECTION, ADJACENT TO 17020 DEPOT STREET (APN 726-13-049)

WHEREAS, Latala Homes, LLC proposes to develop the property located at 17020 Depot Street, identified by Assessor Parcel Number(s) 726-13-049, on the east side of the .29 acre portion of Depot Street with a 48-unit residential housing project which may incorporate up to 3,000 square feet of office space;

WHEREAS, as part of the adjacent residential project, Depot Street would be re-aligned through the Community and Cultural Center parking lot, and the portion of Depot Street (0.29 acres) adjacent to 17020 Depot Street at the East Dunne intersection, would be sold to Latala Homes, LLC as part of the residential project and vacated upon completion of the realigned Depot Street.

WHEREAS, the portion of the 0.29-acre area that is currently designated as Public Facilities in the General Plan would be updated to a Mixed Use designation.

WHEREAS, the General Plan Amendment to amend the map to support the realignment of Depot Street was reviewed and found to be consistent with the 2035 General Plan.

WHEREAS, an Addendum to the 2035 General Plan Final Environmental Impact Report (FEIR) and Downtown Specific Plan Master Final Environmental Impact Report (MFEIR) was prepared consistent with the State California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15164 and no further evaluation is required, and no subsequent EIR is needed pursuant to State CEQA Guidelines Section 15162.

WHEREAS, such request was considered by the Planning Commission at its regular meeting of September 11, 2018, at which time the Planning Commission recommended approval of General Plan Amendment application, GPA2018-0005: Depot – Morgan Hill; and

WHEREAS, testimony received at a duly-noticed public hearing, along with exhibits and drawings and other materials have been considered in the review process.

NOW, THEREFORE, THE MORGAN HILL PLANNING COMMISSION DOES RESOLVE AS FOLLOWS:

SECTION 1. The proposed General Plan Amendment is found to be consistent with the policies and provisions of the Morgan Hill 2035 General Plan.

SECTION 2. An addendum to the 2035 General Plan Final Environmental Impact Report and Downtown Specific Plan Master Final Environmental Impact Report (MFEIR) was prepared in accordance with the California Environmental Quality Act.

SECTION 2. The Planning Commission recommends that the City Council approve the

Attachment: Resolution - General Plan Amendment [Revision 1] (1922 : GPA, ZA for Depot Street (Hale Lumber))

Plan Amendment as described in the attached Exhibit "A", and by this reference incorporated herein.

PASSED AND ADOPTED THIS 11th DAY OF SEPTEMBER 2018, AT A REGULAR MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

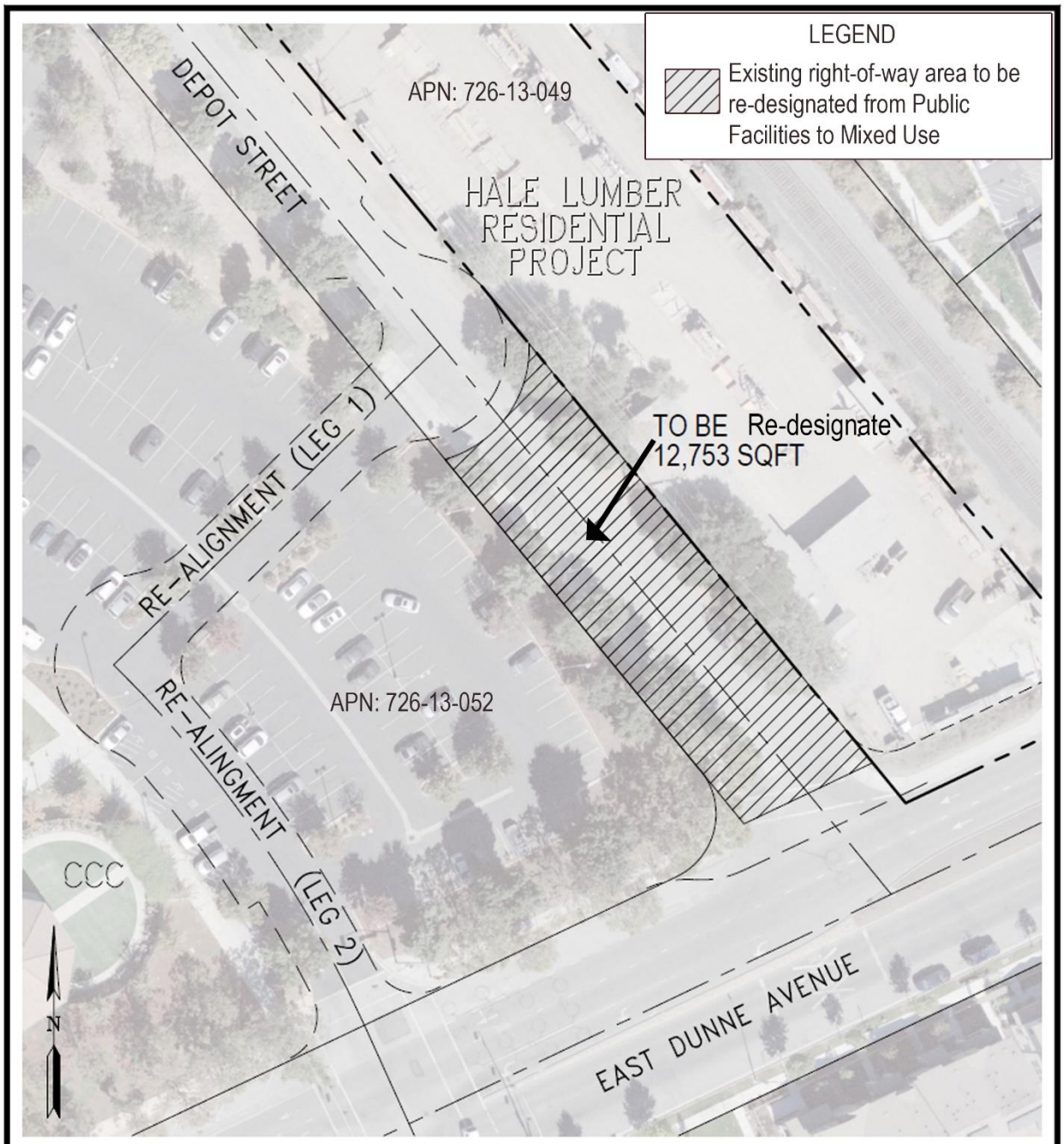
ABSENT: COMMISSIONERS:

ATTEST: **APPROVED:**

JENNA LUNA, Deputy City Clerk **LIAM DOWNEY, Chair**

Attachment: Resolution - General Plan Amendment [Revision 1] (1922 : GPA, ZA for Depot Street (Hale Lumber))

EXHIBIT "A"



Depot Street
Right of Way Vacation Exhibit
Hale Lumber Residential Project
Morgan Hill, CA

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
8055 CAMINO ARROYO GILROY, CA 95020
PHONE: (408) 848-0300 FAX: (408) 848-0302

Lataia HOMES Inc.
1999 S. Bascom Avenue, Suite 700
Campbell, CA 95008
www.latalahomes.com

May 4, 2018
162016-1001
1"=60'

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL RECOMMENDING APPROVAL OF ZONING AMENDMENT ZA2018-0004 TO AMEND THE ZONING ON HALF OF THE 0.29 ACRE PORTION OF DEPOT STREET LOCATED AT THE END OF DEPOT STREET AND EAST DUNNE AVENUE INTERSECTION, ADJACENT TO 17020 DEPOT STREET (APN 726-13-049)

WHEREAS, Latala Homes, LLC proposes to develop the property located at 17020 Depot Street, identified by Assessor Parcel Number(s) 726-13-049, on the east side of the 0.29-acre portion of Depot Street with a 48-unit residential housing project which may incorporate up to 3,000 square feet of office space;

WHEREAS, as part of the adjacent residential project, Depot Street would be re-aligned through the Community and Cultural Center parking lot, and the portion of Depot Street (0.29 acres) adjacent to 17020 Depot Street at the East Dunne intersection, would be sold to Latala Homes, LLC as part of the residential project and vacated upon completion of the realigned Depot Street.

WHEREAS, the portion of the 0.29-acre area that is currently zoned as Public Facilities would be updated to a Mixed Use Downtown (MU-D) designation.

WHEREAS, the Zoning Amendment to amend the map to support the realignment of Depot Street was reviewed and found to be consistent with the 2035 General Plan and Downtown Specific Plan.

WHEREAS, an Addendum to the 2035 General Plan Final Environmental Impact Report (FEIR) and Downtown Specific Plan Master Final Environmental Impact Report (MFEIR) was prepared consistent with the State California Environmental Quality Act (CEQA) Guidelines pursuant to Section 15164. No further evaluation is required, and no subsequent EIR is needed pursuant to State CEQA Guidelines Section 15162.

WHEREAS, such request was considered by the Planning Commission at its regular meeting of September 11, 2018, at which time the Planning Commission recommended approval of Zoning Amendment application, ZA2018-0007: Depot – Morgan Hill; and

WHEREAS, testimony received at a duly-noticed public hearing, along with exhibits and drawings and other materials have been considered in the review process.

NOW, THEREFORE, THE MORGAN HILL PLANNING COMMISSION DOES RESOLVE AS FOLLOWS:

SECTION 1. The proposed Zoning Amendment is consistent with the General Plan and the Downtown Specific Plan as required by Section 18.114.060 of the Municipal Code.

The project is consistent with the 2035 General Plan, specifically the Transportation Policy TR-3.15 and is consistent with the General Plan FEIR.

The project is consistent with the 2009 Downtown Specific Plan, specifically Chapter 7: Infrastructure, under Transportation Projections and Improvem

Attachment: Resolution - Zoning Amendment [Revision 1] (1922 : GPA, ZA for Depot Street (Hale Lumber))

the preferred alignment of Depot Street through the Community and Cultural Center parking lot.

SECTION 2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City as provided in Section 18.114.060 of the Municipal Code.

The amendment supports the realignment of Depot Street to Church Street which provides public convenience by enhancing circulation to and through the Downtown and achieving complete streets by completing sidewalk and bicycle gaps within the Downtown.

SECTION 3. The affected site is physically suitable in terms of design, location, shape, size and other characteristics to ensure that the permitted land uses, and development will comply with the Zoning Code and General Plan and contribute to the health safety, and welfare of the property, surrounding properties and the community at large.

After the realignment of Depot Street, the proposed amendment will allow the 0.29 acres of vacated street to be redeveloped as part of the adjacent housing project. An office building for public purposes which will serve the community is also potentially part of the proposed project.

SECTION 4. The Planning Commission of the City of Morgan Hill hereby finds that, on the basis of the whole record before it, there is no substantial evidence that the project as currently proposed will have a significant effect on the environment beyond what was anticipated in the Initial Study and Addendum, and this finding reflects the Planning Commission's independent judgment and analysis. The custodian of the documents or other material which constitute the record shall be the Development Services Department.

SECTION 5. The Planning Commission hereby recommends approval of a Zoning Amendment, as described in the attached Exhibit "A", and by this reference incorporated herein.

PASSED AND ADOPTED THIS 11th DAY OF SEPTEMBER 2018, AT A REGULAR MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

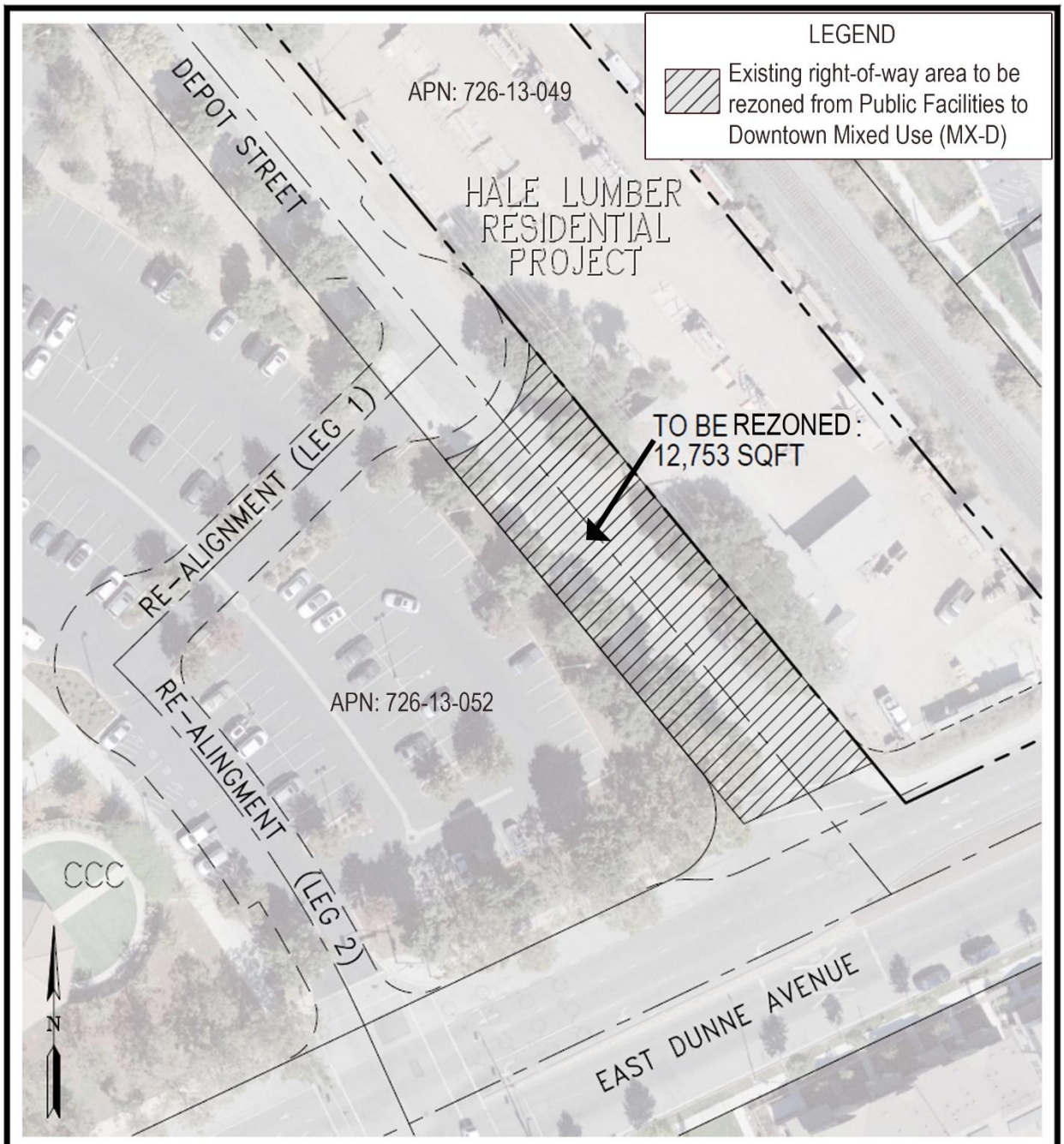
ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST: **APPROVED:**

JENNA LUNA, Deputy City Clerk **LIAM DOWNEY, Chair**

EXHIBIT "A"



Depot Street
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May 4, 2018
162016-1001
1"=60'

EXTENSION TO AGREEMENT TO NEGOTIATE EXCLUSIVELY

This Extension to Agreement to Negotiate Exclusively is entered into as of the date of the signature of the City Manager based on the following recitals:

Whereas, an Agreement to Negotiate Exclusively ("Agreement") between the City of Morgan Hill (City) and the Latala Group, LLC (Developer) was entered into on April 18, 2018. All terms shall be as defined in the Agreement unless otherwise specified herein.

Whereas, the Negotiation Period is set to end on August 30, 2018 and the Parties desire to extend the Agreement for 30 days.

Whereas, pursuant to Section 1.2 of the Agreement, the Negotiation Period may be extended for an additional 30 days no more than twice, for a cumulative total of 60 days.

Whereas, the City Manager has determined that the Parties have made substantial progress toward negotiation and drafting of the Disposition and Development Agreement to merit a first extension of 30 days.

By signing below, the Parties mutually agree as follows:

1. The Agreement is extended for an additional 30 days.
2. All other terms and conditions remain unchanged, and in full force and effect.

ATTEST:

Deputy City Clerk

Date: 8/24/18

APPROVED AS TO FORM:

Donald A. Larkin, City Attorney

Date: 8-21-18

CITY OF MORGAN HILL

Christina J. Turner, City Manager

Date: 8-22-18

The Latal Group, LLC, a Limited Liability Company

By:

Title: Paul Latala - President
Print Name and Title of Signer.

Date: 8/14/18

Attachment: Agreement To Negotiate Exclusively (ENA) (1922 : GPA, ZA for Depot Street (Hale Lumber))

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This Extension to Agreement to Negotiate Exclusively is entered into as of the date of the signature of the City Manager based on the following recitals:

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Donald A. Larkin, City Attorney

Date: 8-21-18

CITY OF MORGAN HILL

Christina J. Turner, City Manager

Date: 8-22-18

The Latal Group, LLC, a Limited Liability Company

By:

Title: Paul Latala - President
Print Name and Title of Signer.

Date: 8/14/18

Attachment: ENA Time Extension (1922 : GPA, ZA for Depot Street (Hale Lumber))

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Hale Lumber Mixed-Use Development

Traffic Impact Analysis

Prepared for:

City of Morgan Hill

August 10, 2018

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 18GD05
Phone: 408.846.7410
Client Name: City of Morgan Hill

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Areawide Circulation Plans **Corridor Studies** Pavement Delineation Plans **Traffic Handling Plans** Impact Fees **Interchange Analysis** Parking **Transportation Planning** Traffic Calming **Traffic Control Plans** Traffic Simulation **Traffic Impact Analysis** Traffic Signal Design **Travel Demand Forecasting**

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

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Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

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Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Hale Lumber Mixed-Use development located in Morgan Hill, California. The project site is currently occupied by industrial uses and is bounded by Depot Street to the west, the Morgan Hill Caltrain Station to the north, the UPRR rail tracks to the east, and Dunne Avenue to the south. The proposed project consists of the replacement of the existing industrial uses on site with a mixed-use development consisting of 48 residential (40 townhome and 8 condominium) units and 3,150 square feet (s.f.) of office space.

In addition to the development of the project site with the proposed project, the realignment of Depot Street also is being proposed. Per the current City of Morgan Hill General Plan, Depot Street is planned to be realigned between Fifth Street and Dunne Avenue, shifting the south end of this roadway westward to form the north leg of the Church Street and Dunne Avenue intersection. The realigned Depot Street would continue to provide access to the Caltrain Station and all other existing land uses that it currently serves via its new full-access intersection at Dunne Avenue. The Depot Street realignment would be constructed concurrently with the proposed development, and is assumed in place for the evaluation of the project.

Scope of Study

The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study includes an analysis of AM and PM peak-hour traffic conditions for seven intersections and 16 directional freeway segments.

The proposed project is located within the Downtown Core area and it is estimated to generate less than 50 peak-hour trips. Based on two of the requirements for the preparation of a transportation impact study presented in the City of Morgan Hill Guidelines for Preparation of Transportation Impact Reports, the proposed project would be exempt from having to complete a transportation impact study. However, a third condition requiring an transportation impact study is described as a project that creates a transportation issue that City staff requests to have analyzed.

Project Trip Generation

Trip estimates for the proposed project were developed based on trip generation rates obtained from ITE's *Trip Generation*, Tenth Edition, 2017, and reductions for the proposed mixed-use land uses and close proximity to a Caltrain station.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Based on the ITE trip generation rates and applicable VTA's trip reductions, it is estimated that the proposed project would generate a net new 320 daily trips, with 25 trips (8 inbound and 17 outbound) occurring during the AM peak-hour and 32 trips (19 inbound and 13 outbound) occurring during the PM peak-hour.

Existing Plus Project Intersection Levels of Service Analysis

Intersection Level of Service Analysis

The intersection level of service is summarized in Table ES1. The results of the intersection level of service analysis under existing plus project conditions show that no study intersections would be impacted by the project according to City of Morgan Hill level of service standards.

Freeway Segment Analysis

The results of the freeway level of service analysis are summarized in Table ES 2. The freeway level of service analysis shows that the proposed project would not result in a significant impact under existing plus project conditions on any of the study freeway segments.

Year 2035 General Plan Intersection Levels of Service Analysis

The results of the intersection level of service analysis under Year 2035 General Plan plus project conditions show that no study intersections would be impacted by the project, according to City of Morgan Hill level of service standards.

Other Transportation Issues

Site Access and Circulation

Access to the project site would be provided via two driveways along Depot Street. Additionally, access to the project area would be provided by the new intersection of Depot Street with Church Street and Dunne Avenue and the existing intersection of Depot Street and Main Avenue. Both of these intersections are projected to operate acceptably with implementation of the proposed project under both existing plus project and Year 2035 General Plan plus project conditions.

A single drive aisle, located east of the proposed buildings and parallel to Depot Street, would provide access to the proposed housing units and office space via the two proposed driveways. The straight nature of the internal drive aisle, along with the two proposed access points, would facilitate vehicular circulation within the site. However, it could also result in drivers traveling at higher than the recommended speeds. For this reason, it may be desirable to implement speed-reducing measures along the internal drive aisle.

Based on the existing and proposed pedestrian facilities in the project area, pedestrian circulation would be adequate.

Recommended Site Access and On-Site Circulation Improvements

The following are recommended adjustments to improve site access and on-site circulation:

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Installation of Speed-Reducing Measures. Due to the straight nature of the internal drive aisle, it may be desirable to implement speed-reducing measures to limit/prevent drivers from traveling at speeds that are unsafe. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal drive aisle.

Adhere to City of Morgan Hill Design Standards and Guidelines. The design of the project site, including but not limited to driveways, sidewalks, corner radii, drive aisle width, parking dimensions, and signage, should adhere to City of Morgan Hill design standards and guidelines. This will help provide adequate on-site circulation for all vehicle types, including larger emergency vehicles.

Intersection Operations Analysis

The results of the queuing analysis at the intersection of Depot Street/Church Street and Dunne Avenue indicate that all intersection movements evaluated are projected to have adequate queue storage capacity to accommodate the estimated maximum queue lengths that would result with implementation of the project.

At the southbound approach of the intersection, however, the addition of project traffic, in addition to the Depot Street realignment, would result in the increase of the maximum queue length by 6 vehicles (from 2 to 8 vehicles, or 50 to 200 feet) during the PM peak-hour. This projected maximum queue length could be accommodated along the entire length of the street, however, the queue must not block access to any of the three Community and Cultural Center parking lot driveways proposed be located along the realigned Depot Street.

Recommended Operations Improvements

The following are recommended adjustments to improve operating conditions along Depot Street:

Installation of “Keep Clear” Signs. It is recommended that “Keep Clear” pavement markings be installed adjacent to one (the western driveway) or both of the Morgan Hill Community and Cultural Center parking lot driveways located along the realigned Depot Street. This will prevent projected maximum vehicle queue lengths at the intersection of Depot Street/Church Street and Dunne Avenue (southbound approach) from blocking access to/from the center’s parking lot.

Parking Demand

Recommended Parking Improvements

Provide Required Number of Parking Spaces. The proposed project must provide the minimum number of parking spaces required to satisfy the City’s Downtown Specific Plan parking requirements.

Transit, Pedestrian, and Bicycle Analysis

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 1 transit rider during each of the peak hours. The transit ridership demands of the proposed project can be accommodated by the existing transit services serving the project site.

Sidewalks are provided along both sides of the street on Dunne Avenue, Monterey Road, Fifth Street, and Depot Street, with the exception the segment on Depot Street along the project site’s frontage, south of Fifth Street. With implementation of the proposed project, sidewalks would be provided along

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

the entire east side of Depot Street, along the project site frontage and the realigned roadway. Additionally, the site plan shows a pedestrian pathway that would run from Depot Street to Dunne Avenue, adjacent to the project site, providing a direct pedestrian connection between the project site and Dunne Avenue. The proposed pedestrian facilities would enhance existing pedestrian facilities, providing a more complete pedestrian network. Therefore, based on the existing and proposed pedestrian facilities in the project area, continuous pedestrian connections between the project site and surrounding pedestrian destinations would be available, resulting in adequate pedestrian circulation to and from the project site.

The site plan shows on-street parking on both sides of the street along the project site frontage on Depot Street. This segment of Depot Street is shown on the site plan as having a 40-foot curb-to-curb right-of-way and would include two 12-foot travel lanes and 8 feet of parking on both sides of the street. The proposed Depot Street cross-section along the project site frontage does not include bike lanes. Additionally, an approximately 200-foot segment of the existing bike lane on the east side of Depot Street, north of Fifth Street and along the project site frontage, would be removed to accommodate the proposed on-street parking. Therefore, the existing bike lane on Depot Street would continue to be incomplete. However, the proposed pedestrian pathway that would connect Depot Street to Dunne Avenue, adjacent to the project site, also could be utilized by bicycle traffic, connecting the existing bike lanes on Dunne Avenue to Depot Street.

Conservatively assuming that bicycle trips would comprise no more than five percent of the total project-generated trips, this calculates to no more than 1-2 new bicycle trips during the peak hours. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table ES 1
Intersection Level of Service Summary

Int. #	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing Delay[1]	Existing LOS	Existing Plus Project Delay[1]	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Year 2035 General Plan Delay[1]	Year 2035 General Plan LOS	Year 2035 GP Plus Project Delay[1]	Year 2035 GP Plus Project LOS	Year 2035 GP Plus Project Incr. In Crit. Delay	Year 2035 GP Plus Project Incr. In Crit. V/C
1	Church Street and Dunne Avenue	Signal	E	AM	06/06/18	17.8	B	17.7	B	0.1	0.060	20.0	B	18.1	B	-2.4	0.016
				PM	06/06/18	19.9	B	24.7	C	6.2	0.101	20.7	C	24.0	C	5.9	0.099
2	Monterey Road and Dunne Avenue	Signal	E	AM	06/06/18	29.6	C	29.6	C	-0.1	-0.004	30.7	C	30.4	C	-0.8	-0.039
				PM	06/06/18	30.7	C	30.6	C	-0.1	-0.002	36.2	D	36.2	D	0.0	0.000
3	Depot Street and Dunne Avenue	One-Way Stop	E	AM	06/06/18	10.4	B	*Intersection Abandoned*				12.0	B	*Intersection Abandoned*			
				PM	06/06/18	11.7	B					12.8	B				
4	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	06/06/18	37.7	D	37.7	D	0.1	0.002	40.4	D	40.4	D	0.1	0.002
				PM	06/06/18	34.9	C	35.0	D	0.1	0.004	38.9	D	39.0	D	0.2	0.004
5	Depot Street and Main Avenue	Two-Way Stop	E	AM	06/06/18	20.3	C	20.4	C	N/A	N/A	38.6	E	38.6	E	N/A	N/A
				PM	06/06/18	21.0	C	21.1	C	N/A	N/A	35.5	E	35.8	E	N/A	N/A
6	Monterey Road and Fifth Avenue	Two-Way Stop	F	AM	06/06/18	18.2	C	18.1	C	N/A	N/A	96.5	F	81.0	F	N/A	N/A
				PM	06/06/18	34.1	D	34.1	D	N/A	N/A	127.0	F	122.1	F	N/A	N/A
7	Depot Street and Fifth Avenue	Two-Way Stop	F	AM	06/06/18	9.2	A	9.2	A	N/A	N/A	9.5	A	9.6	A	N/A	N/A
				PM	06/06/18	9.8	A	10.3	B	N/A	N/A	10.2	B	10.5	B	N/A	N/A

[1]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- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

Table ES 2
Freeway Segment Level of Service Summary

					Existing Plus Project													Project Trip			
					Mixed-Flow Lane						HOV Lane							Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS		Volume	% of Capacity	Volume	% of Capacity
1	US 101	from Masten Avenue to San Martin Avenue	NB	AM	66	3	6,900	4,761	24	C	--	--	--	--	--	--		1	0.01	--	--
			NB	PM	67	3	6,900	3,202	16	B	--	--	--	--	--	--		2	0.03	--	--
2	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	20	3	6,900	4,981	**83**	**F**	--	--	--	--	--	--		1	0.01	--	--
			NB	PM	67	3	6,900	3,402	17	B	--	--	--	--	--	--		2	0.03	--	--
3	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	16	3	6,900	4,421	**92**	**F**	--	--	--	--	--	--		1	0.01	--	--
			NB	PM	66	3	6,900	4,362	22	C	--	--	--	--	--	--		2	0.03	--	--
4	US 101	from East Dunne Avenue to Cochrane Road	NB	AM	41	3	6,900	6,290	51	E	--	--	--	--	--	--		10	0.14	--	--
			NB	PM	66	3	6,900	3,778	19	C	--	--	--	--	--	--		8	0.12	--	--
5	US 101	from Cochrane Road to Burnett Avenue (Lane Drop)	NB	AM	64	3	6,900	6,158	32	D	66	1	1,650	1,522	23	C		8	0.12	2	0.12
			NB	PM	66	3	6,900	4,567	23	C	70	1	1,650	841	12	B		7	0.10	1	0.06
6	US 101	from Burnett Avenue (Lane Drop) to Sheller Avenue	NB	AM	65	3	6,900	6,057	31	D	62	1	1,650	2,173	35	D		7	0.10	3	0.18
			NB	PM	43	3	6,900	6,337	49	E	70	1	1,650	841	12	B		7	0.10	1	0.06
7	US 101	from Sheller Avenue to Lane Drop (SB)	NB	AM	66	3	6,900	5,317	27	D	65	1	1,650	1,953	30	D		7	0.10	3	0.18
			NB	PM	66	3	6,900	3,776	19	C	70	1	1,650	1,052	15	B		6	0.09	2	0.12
8	US 101	from Lane Drop (SB) to SR 85	NB	AM	66	3	6,900	4,568	23	C	67	1	1,650	1,142	17	B		8	0.12	2	0.12
			NB	PM	67	3	6,900	3,607	18	B	70	1	1,650	491	7	A		7	0.10	1	0.06
9	US 101	from SR 85 to Lane Drop (SB)	SB	AM	67	4	9,200	3,994	15	B	67	1	1,650	541	8	A		4	0.04	1	0.06
			SB	PM	66	4	9,200	5,029	19	C	70	1	1,650	1,472	21	C		9	0.10	2	0.12
10	US 101	from Lane Drop (SB) to Sheller Avenue	SB	AM	67	3	6,900	3,404	17	B	67	1	1,650	811	12	B		4	0.06	1	0.06
			SB	PM	48	3	6,900	6,488	45	D	50	1	1,650	2,403	48	E		8	0.12	3	0.18
11	US 101	from Sheller Avenue to Burnett Avenue (Lane Drop)	SB	AM	67	3	6,900	3,204	16	B	67	1	1,650	541	8	A		4	0.06	1	0.06
			SB	PM	30	3	6,900	5,768	**64**	**F**	40	1	1,650	2,443	**61**	**F**		8	0.12	3	0.18
12	US 101	from Burnett Avenue (Lane Drop) to Cochrane Road	SB	AM	67	3	6,900	3,405	17	B	--	--	--	--	--	--		5	0.07	--	--
			SB	PM	19	3	6,900	4,801	**84**	**F**	--	--	--	--	--	--		11	0.16	--	--
13	US 101	from Cochrane Road to East Dunne Avenue	SB	AM	67	3	6,900	3,005	15	B	--	--	--	--	--	--		5	0.07	--	--
			SB	PM	42	3	6,900	6,311	50	E	--	--	--	--	--	--		11	0.16	--	--
14	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	67	3	6,900	3,602	18	B	--	--	--	--	--	--		2	0.03	--	--
			SB	PM	42	3	6,900	6,301	50	E	--	--	--	--	--	--		1	0.01	--	--
15	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	67	3	6,900	2,802	14	B	--	--	--	--	--	--		2	0.03	--	--
			SB	PM	36	3	6,900	6,161	57	E	--	--	--	--	--	--		1	0.01	--	--
16	US 101	from San Martin Avenue to Masten Avenue	SB	AM	67	3	6,900	2,602	13	B	--	--	--	--	--	--		2	0.03	--	--
			SB	PM	47	3	6,900	6,491	46	D	--	--	--	--	--	--		1	0.01	--	--

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Hale Lumber Mixed-Use development located in Morgan Hill, California. The project site is currently occupied by industrial uses and is bounded by Depot Street to the west, the Morgan Hill Caltrain Station to the north, the UPRR rail tracks to the east, and Dunne Avenue to the south. The proposed project consists of the replacement of the existing industrial uses on site with a mixed-use development consisting of 48 residential (40 townhome and 8 condominium) units and 3,150 square feet (s.f.) of office space.

In addition to the development of the project site with the proposed project, the realignment of Depot Street also is being proposed. Per the current City of Morgan Hill General Plan, Depot Street is planned to be realigned between Fifth Street and Dunne Avenue, shifting the south end of this roadway westward to form the north leg of the Church Street and Dunne Avenue intersection. The realigned Depot Street would continue to provide access to the Caltrain Station and all other existing land uses that it currently serves via its new full-access intersection at Dunne Avenue. The Depot Street realignment would be constructed concurrently with the proposed development, and is assumed in place for the evaluation of the project.

Access to the project sites would be provided via two driveways along Depot Street. The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study includes an analysis of AM and PM peak-hour traffic conditions for seven intersections and 16 directional freeway segments. The study intersections and freeway segments are identified below.

According to the City of Morgan Hill Guidelines for Preparation of Transportation Impact Reports, dated February 2010, a transportation impact study is required when a proposed project generates 100 or more net peak-hour trips or adds 50 to 99 net new peak-hour trips to the roadway system where nearby intersections are currently operating at LOS D (LOS F for Downtown intersections) or worse. Projects located within the 14-block Downtown Core area are exempt from the above two requirements. A third condition requiring an transportation impact study is described as a project that creates a transportation issue that City staff requests to have analyzed.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

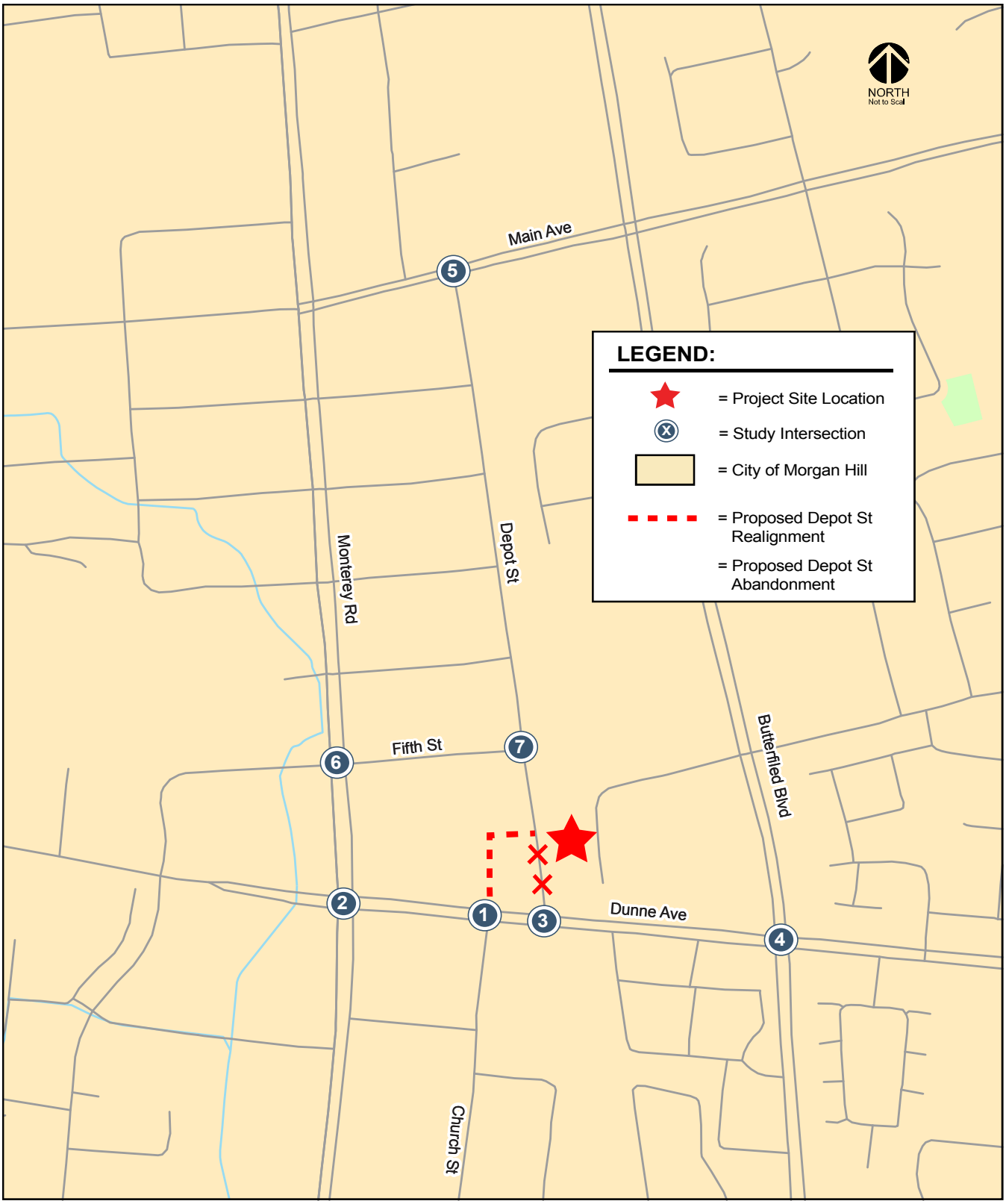
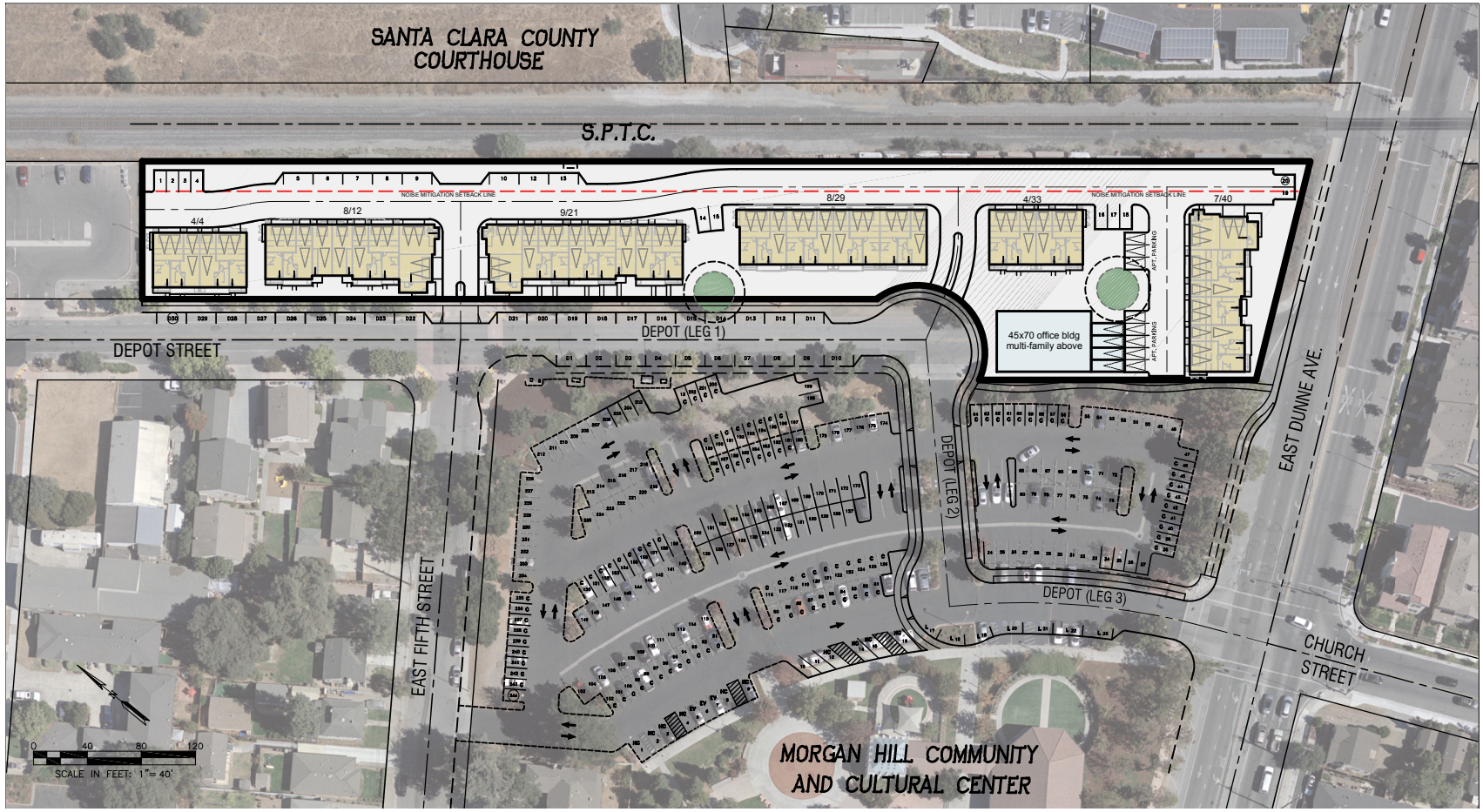


Figure 1
Site Location and Study Intersections

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))



Source: RJA - Ruggeri-Jensen-Azar, May 21, 2018

Figure 2
Site Plan

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

The proposed project is located within the Downtown Core area and it is estimated to generate less than 50 peak-hour trips. Based on the above two requirements, the proposed project would be exempt from having to complete a transportation impact study.

Study Intersections

The study includes the evaluation of traffic conditions at the following three signalized intersections and four unsignalized intersection:

1. Church Street and Dunne Avenue
2. Monterey Road and Dunne Avenue
3. Depot Street and Dunne Avenue (no project conditions only, unsignalized)
4. Butterfield Boulevard and Dunne Avenue
5. Depot Street and Main Avenue (unsignalized)
6. Monterey Road and Fifth Street (unsignalized)
7. Depot Street and Fifth Street (unsignalized)

Study Freeway Segments

The study includes the evaluation of the following directional freeway segments:

1. Southbound US 101 between SR 85 and the Southbound Lane Drop
2. Southbound US 101 between Southbound Lane Drop and Sheller Avenue
3. Southbound US 101 between Sheller Avenue and Burnett Avenue
4. Southbound US 101 between Burnett Avenue and Cochrane Road
5. Southbound US 101 between Cochrane Road and Dunne Avenue
6. Southbound US 101 between Dunne Avenue and Tennant Avenue
7. Southbound US 101 between Tennant Avenue and San Martin Avenue
8. Southbound US 101 between San Martin Avenue and Masten Avenue
9. Northbound US 101 between Masten Avenue and San Martin Avenue
10. Northbound US 101 between San Martin Avenue and Tennant Avenue
11. Northbound US 101 between Tennant Avenue and Dunne Avenue
12. Northbound US 101 between Dunne Avenue and Cochrane Road
13. Northbound US 101 between Cochrane Road and Burnett Avenue
14. Northbound US 101 between Burnett Avenue and Sheller Avenue
15. Northbound US 101 between Sheller Avenue and Southbound Lane Drop
16. Northbound US 101 between the Southbound Lane Drop and SR 85

Study Time Periods

Traffic conditions at the study intersections and freeway segments were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Study Scenarios

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing peak-hour traffic volumes were obtained from new turn-movement traffic counts conducted at all of the study intersections.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Scenario 2: *Existing Plus Project Conditions*. Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project conditions. Adjustments to traffic volumes associated with the Depot Street realignment project also were included. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 3: *Year 2035 General Plan Conditions.* Year 2035 General Plan conditions represent future traffic volumes on the future transportation network. Year 2035 General Plan conditions include traffic growth projected to occur in the Year 2035 without the proposed project. This scenario includes the Year 2035 General Plan transportation network improvements without the Depot Street realignment.

Scenario 4: *Year 2035 General Plan with Project Conditions.* Year 2035 General Plan with project consists of Year 2035 General Plan traffic conditions with the addition of project traffic and the adjustments to traffic volumes associated with the Depot Street realignment project.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new peak hour intersection turn-movement counts, previous traffic studies, the City of Morgan Hill, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing (signalized intersections)
- average speeds on freeway segments
- Year 2035 traffic forecasts

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

Signalized study intersections are subject to the City of Morgan Hill level of service standards. The City of Morgan Hill 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 control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections 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.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

In accordance with the adopted threshold of significance described in the City of Morgan Hill's Guidelines for Preparation of Transportation Impact Reports, , dated February 2010, 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 Avenue/Monterey Road, along Monterey Road between Main Avenue and Fifth Street, and along Depot Street at First Street 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

Six of the study intersections (two signalized intersections) are located within the Downtown Core area and have a LOS E or F standard. The intersection of Butterfield Boulevard and Dunne Avenue (study intersection #4) has a LOS D standard.

The correlation between average delay and level of service for signalized intersections is shown in Table 1.

Unsignalized Intersections

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 (with the exception of unsignalized intersections located within the Downtown area and freeway zones, as described previously), in accordance with its adopted threshold of significance described in its Guidelines for Preparation of Transportation Impact Reports. All four of the unsignalized study intersections are located within the Downtown Core area and have a level of service standard of LOS E or F.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

The correlation between average delay and level of service for unsignalized intersections is shown in Table 2.

Signal Warrants

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 intersection level of service, but simply provides an indication whether vehicular peak-hour traffic volumes are, or would be, sufficient to justify 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

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 2
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delays occurring with favorable progression.	up to 10.0
B	Operations with low delays occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operation with longer delays due to a combination of unfavorable progression of high V/C ratios.	25.1 to 35.0
E	Operation with high delay values indicating poor progression and high V/C ratios. This is considered to be the limited of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

Source: Transportation Research Board, 2000 Highway Capacity Manual, (Washington, D.C., 2000).

options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

Where:

D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 3. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 3
Freeway Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the project impact on the transportation system and describes the recommended mitigation measures under existing plus project conditions. Chapter 4 presents the analysis of other transportation related issues, including site access. Chapter 5 presents the traffic conditions in the study area under Year 2035 General Plan conditions without and with the addition of project traffic. Chapter 6 presents the conclusions of the traffic impact analysis.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101. Local access to the site is provided by Monterey Road, Butterfield Boulevard, Main Avenue, Fifth Street, Dunne Avenue, Church Street, and Depot Street. These facilities are described below.

US 101 is a north-south freeway extending northward to San Francisco and southward through Gilroy. US 101 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) north of Cochrane Road. South of Cochrane Road, it is a six-lane freeway with no HOV lanes. Access to the project site would be provided via a full interchange at Dunne Avenue.

Monterey Road is a four-lane north-south divided major arterial that runs directly through Morgan Hill. Monterey Road extends from Market Street, in downtown San Jose, to US 101 south of the City of Gilroy. Monterey Road runs west of the project site with posted speed limits ranging from 25 miles per hour (mph) to 35 mph in the project vicinity. The segment of Monterey Road between Main Avenue and Dunne Avenue is designated as a bike route (Class III facility), while the segments of Monterey Road north of Main Avenue and south of Dunne Avenue currently provide bike lanes (Class II) along both sides of the street.

Butterfield Boulevard is a north-south four-lane divided arterial roadway that runs south from Cochrane Road to its intersection with Watsonville Road/Monterey Road. Butterfield Boulevard has a posted speed limit of 45 mph. Along with Monterey Road, Butterfield Boulevard serves as a primary north-south route within the City of Morgan Hill. Butterfield Boulevard is planned to be extended north of Cochrane Road as a two-lane arterial to connect to Madrone Parkway. Bike lanes are currently provided along the entire length of Butterfield Boulevard. Butterfield Boulevard would provide access to the project site via Dunne Avenue and Main Avenue.

Main Avenue is an east-west roadway that extends from the foothills west of Dewitt Avenue over US 101 to Cochrane Road on the east part of Morgan Hill. Main Avenue is mainly a two-lane roadway, with segments that include a center two-way left-turn lane. West of Butterfield Boulevard, Main Avenue has a posted speed limit of 30 mph while east of Butterfield Boulevard, it has a posted speed limit of 40 mph. Bike lanes are found along both sides of Main Avenue. Main Avenue would provide access to the project site via Depot Street.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Fifth Street is an east-west two-lane undivided roadway that extends from Depot Street westward to west of Monterey Road, where it transitions to Del Monte Avenue. The entire length of Fifth Street is approximately one quarter of a mile long, and it provides direct access to various businesses and single family residential units that lined the street. Although no speed limit signs are posted along Fifth Street, it can be assumed that the speed limit along Fifth Street ranges between 25 and 30 mph, similar to the adjacent streets. Fifth Street would provide direct access to the project site via its intersection with Depot Street.

Dunne Avenue is an east-west four-lane major arterial, with the exception of the two-lane arterial segment between Del Monte Avenue and Peak Avenue. Dunne Avenue transverses the City extending from the east part of town to the west with a posted speed limit of 35 to 40 mph. Bike lanes are found along both side of Dunne Avenue between Peak Avenue and Gallop Drive (east of US 101). Dunne Avenue would provide access to the project site via its new proposed intersection with Depot Street.

Church Street is a north-south two-lane undivided roadway that extends between Dunne Avenue and Tennant Avenue parallel to and east of Monterey Road. In the vicinity of the project site, Church Street has a posted speed limit of 30 mph. With the proposed Depot Street realignment, Church Street would continue north of Dunne Avenue as Depot Street, providing direct access to the project site.

Depot Street is a north-south two-lane undivided roadway that extends between Main Avenue and Dunne Avenue, forming at T-intersection with both streets. Depot Street has a posted speed limit of 30 mph. With the proposed Depot Street realignment, the existing T-intersection of Depot Street with Dunne Avenue would be abandoned and Depot Street would be shifted westward approximately 200 feet to become the north leg of the existing T-intersection of Church Street and Dunne Avenue. Depot Street would provide direct access to the project site via two driveways.

Existing Bicycle and Pedestrian Facilities

As defined by the Valley Transportation Authority (VTA), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), and rated streets. The latter refers to streets frequently used by bicyclists, sharing the roadway with motor vehicles, and includes city designated Class III bike routes. Rated streets include extreme caution (heavy traffic volumes with high traffic speeds), alert (moderate traffic volumes and speeds), and moderate (low traffic volumes and moderate to low traffic speeds). Class III bikeways only have signs to help guide bicyclists on recommended routes to certain locations.

Bike lanes are currently provided along various roadways within the project study area, some of which serve the project site directly. Class II Bike lanes are currently provided along the following roadways:

- Depot Street, between Main Avenue and Fifth Street;
- Butterfield Boulevard, along its entire length;
- Monterey Road, nearly its entire length within City of Morgan Hill limits, with the exception of the segment that runs through downtown between Dunne Avenue and Main Avenue;
- Main Avenue, from Peak Avenue to east of US 101;
- Dunne Avenue, from Peak Avenue to east of Hill Road.

Other bicycle facilities in the project vicinity include the following:

- A bike route (Class III) on Monterey Road, between Dunne Avenue and Main Avenue;
- A paved bike path (Class I) on the east side of Butterfield Boulevard, between San Pedro Avenue and Central Avenue.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

The existing bicycle facilities in the study area are presented graphically on Figure 3.

Pedestrian facilities in the study areas consist primarily of sidewalks, pedestrian push buttons and signal heads at intersections. All of the signalized intersections in the vicinity of the project site have marked crosswalks and pedestrian push buttons and signal heads.

Sidewalks are provided along at least one of the sides of the following roadways in the vicinity of the project site:

Dunne Avenue – sidewalks are provided along both sides of the street between Peak Avenue and Condit Road.

Butterfield Boulevard – sidewalks and a bicycle/pedestrian pathway are provided along both sides of the street along most of Butterfield Boulevard, with the exception of segment between Jarvis Drive (North and South) where sidewalks are provided along the east side of the street only and south of San Pedro Avenue where sidewalks are found along the west side of the street only.

Monterey Road – sidewalks are found along both sides of the street in the project vicinity.

Main Street – sidewalks are found along both sides of the street between Dewitt Avenue and just west of the US 101 overcrossing.

Fifth Street – sidewalks are found along both sides of the street between Depot Street and west of Monterey Road.

Depot Street – sidewalks are provided along both sides of the street with the exception of the project site frontage.

Existing Transit Service

Existing transit service to the study area is provided by the VTA, the Monterey-Salinas Transit (MST), and Caltrain. The Morgan Hill Caltrain Station is located on the east side of Depot Street, immediately north of the project site, and provides a connection to most transit lines serving Morgan Hill. The transit services are described below and shown on Figure 4.

Community Bus Route 16 operates on Main Avenue in the study area. It runs from Burnett Avenue to the Civic Center (Main and Dewitt) in Morgan Hill with approximately 60-minute headways in the AM and PM peak hours. Route 16 operates between 6:30 AM and 6:00 PM. The nearest Route 16 stops to the project site are located on Main Avenue between Monterey Road and Butterfield Boulevard.

Local Route 68 operates on Monterey Road and Hale Avenue on its route between the Gilroy Transit Center and the Diridon Transit Center in San Jose with 15-20 minute headways on weekdays in the AM and PM peak hours. Route 68 operates between 4:00 AM and 1:30 AM. The nearest Route 68 stops to the project site are located near the Monterey Road/Dunne Avenue intersection.

Express Route 121 operates on Butterfield Boulevard and Monterey Road on its route between the Gilroy Transit Center and the Lockheed Martin Transit Center. It operates northbound with 15 to 30-minute headways during the AM peak hour and southbound with 15 to 30-minute headways during the PM peak hour. The nearest Route 121 stop to the project site is at the Morgan Hill Caltrain Station.

Express Route 168 operates on Butterfield Boulevard and Monterey Road on its route between the Gilroy Transit Center and the San Jose Diridon Transit Center. It operates northbound with 30-minute headways during the AM peak hour and southbound with 30-minute headways during the PM peak hour. The nearest Route 168 stop to the project site is at the Morgan Hill Caltrain Station.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Figure 3
Existing Bicycle Facilities

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

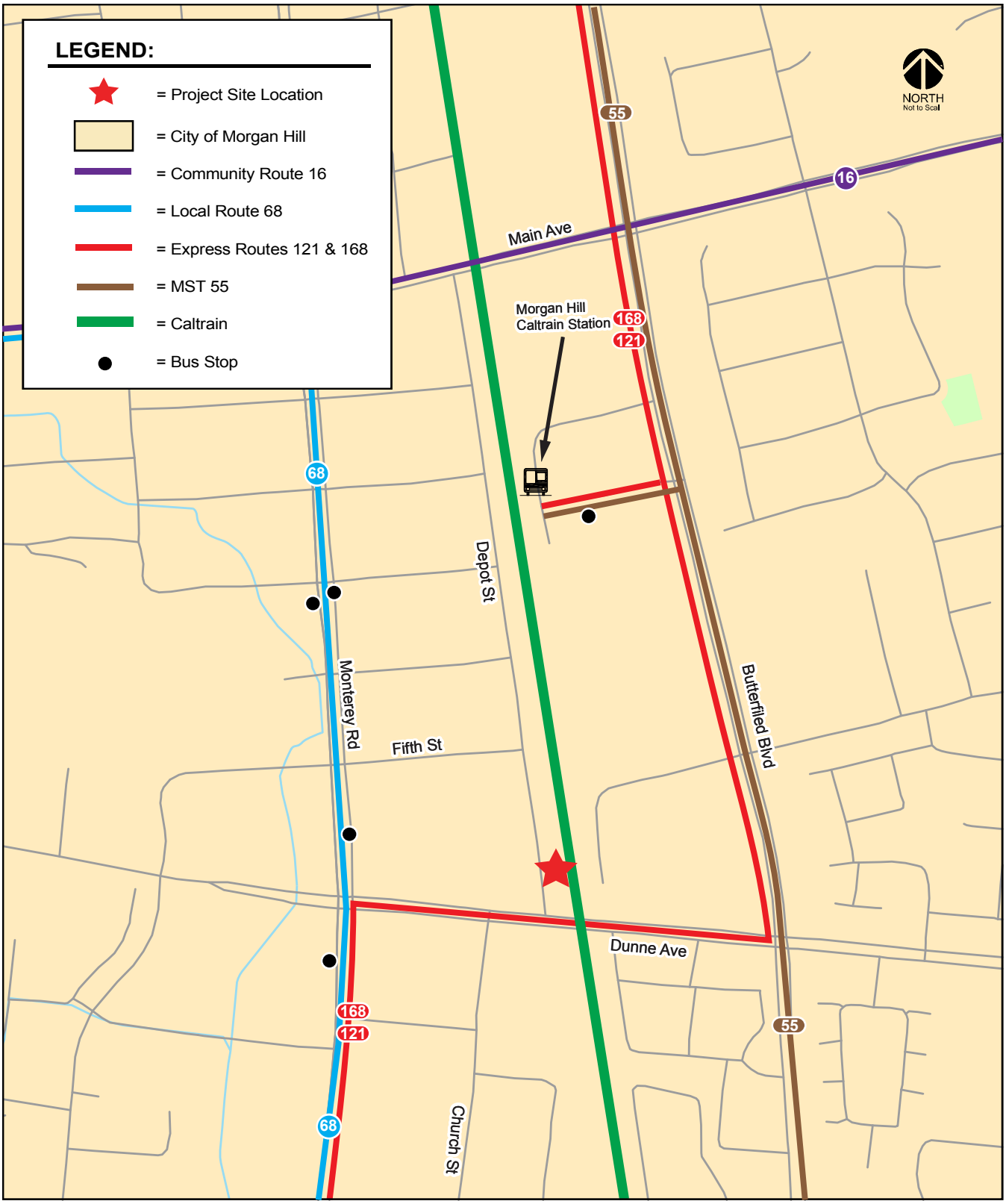


Figure 4
Existing Transit Services

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

The Monterey Salinas Transit (***MST 55***) provides service between Monterey and the San Jose Diridon Station with three daily trips (one during the morning, one midday, and one in the evening). The MST 55 line has scheduled stops at the Morgan Hill Caltrain Station.

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The Morgan Hill Caltrain Station is located north of the project site, with main access and parking off of Butterfield Boulevard. At the Morgan Hill Station, Caltrain provides service with approximately 30- to 40-minute headways during commute hours.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained new manual turning-movement counts conducted on June 6, 2018 at all of the study intersections. The existing peak-hour intersection volumes are shown on Figure 6. The intersection turning-movement counts are presented in Appendix A.

Existing Intersection Levels of Service

The results of the level of service analysis under existing conditions are summarized in Table 4. The results show that, measured against the City of Morgan Hill level of service standards, all the study intersections currently operate at an acceptable level of service under existing conditions during each of the peak hours analyzed.

In addition, all unsignalized study intersections currently have traffic conditions that fall below the thresholds that warrant signalization. The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Existing Freeway Segment Levels of Service

Traffic volumes for the subject freeway segments were obtained from the 2016 CMP Annual Monitoring Report. The results of the analysis are summarized in Table 5. The results show that the mixed-flow lanes on the following four directional study freeway segments plus one directional HOV lane segment analyzed currently operate at an unacceptable LOS F during at least one peak-hour of traffic:

Mixed-Flow Freeway Segment Unacceptable LOS F

2. US 101, Northbound from San Martin Avenue to Tennant Avenue (AM Peak Hour)
3. US 101, Northbound from Tennant Avenue to East Dunne Avenue (AM Peak Hour)
11. US 101, Southbound from Sheller Avenue to Burnett Avenue (Lane Drop) (PM Peak Hour)
12. US 101, Southbound from Burnett Avenue (Lane Drop) to Cochrane Road (PM Peak Hour)

HOV Freeway Segment Unacceptable LOS F

11. US 101, Southbound from Sheller Avenue to Burnett Avenue (Lane Drop) (PM Peak Hour)

All other freeway segments analyzed operate at LOS E or better conditions during the AM and PM peak hours.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

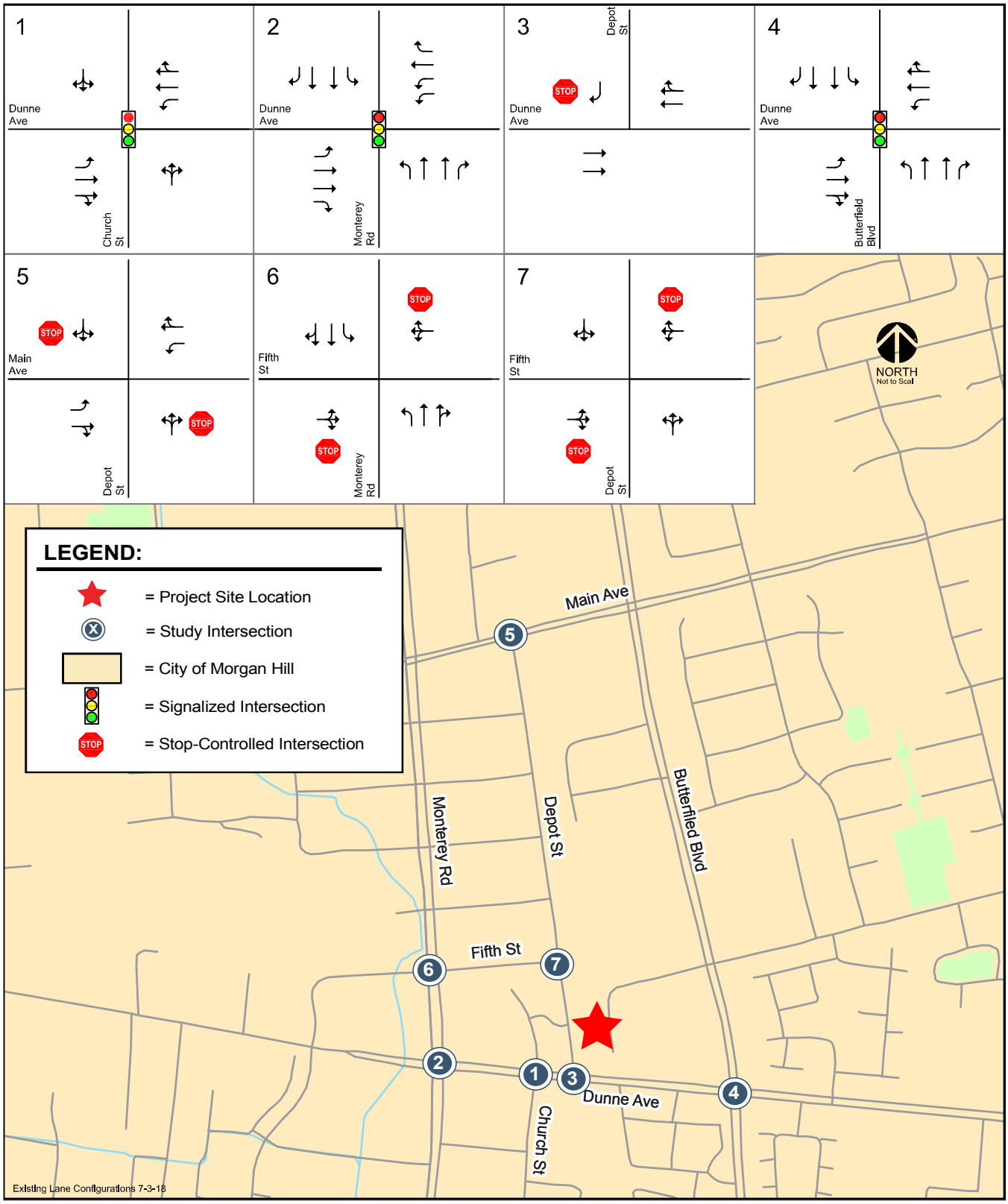


Figure 5
Existing Lane Configurations

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

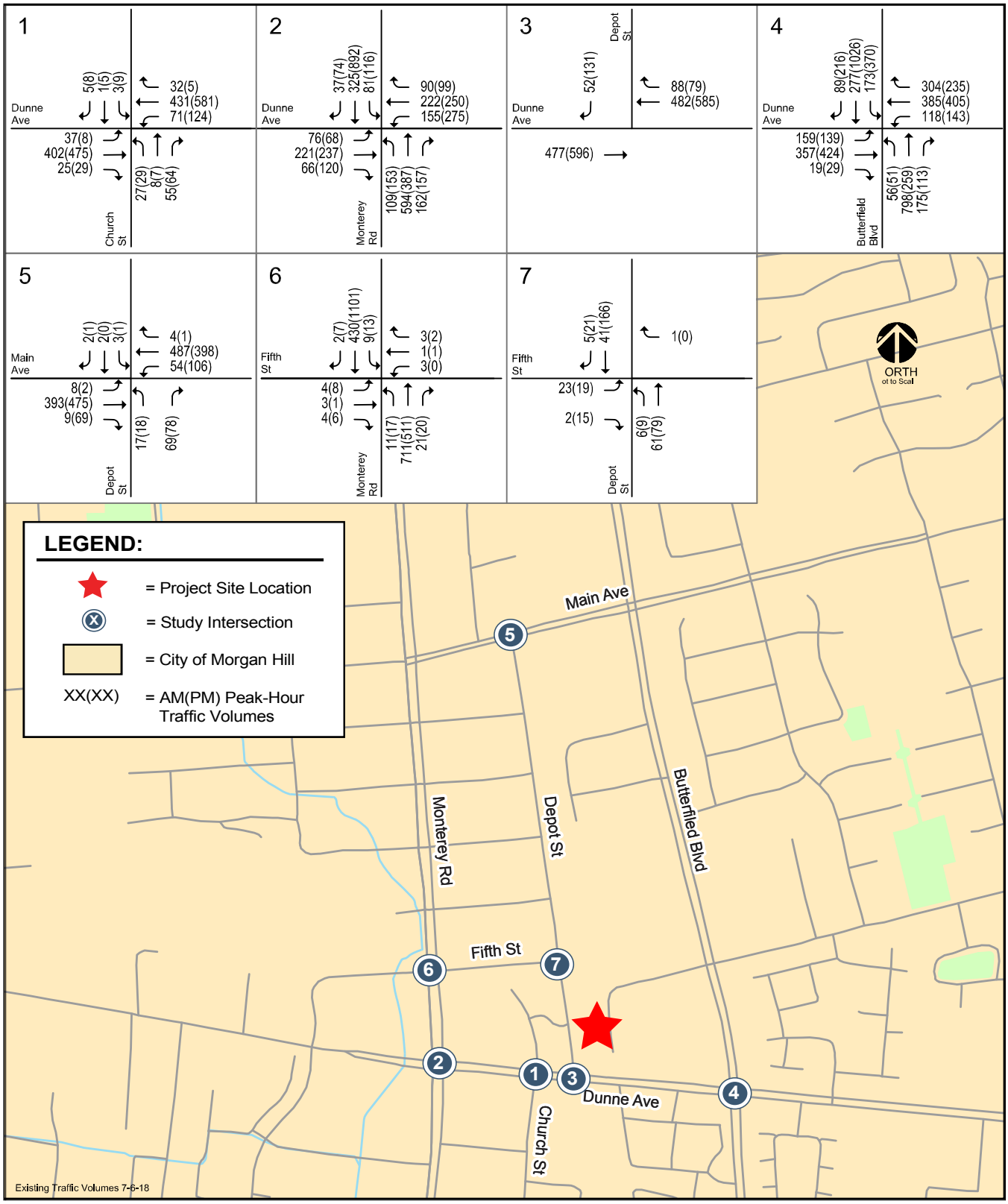


Figure 6
Existing Traffic Volumes

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 4
Existing Intersection Levels of Service

Int. #	Intersection	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing Delay[1]	Existing LOS
1	Church Street and Dunne Avenue	Signal	E	AM	06/06/18	17.8	B
				PM	06/06/18	19.9	B
2	Monterey Road and Dunne Avenue	Signal	E	AM	06/06/18	29.6	C
				PM	06/06/18	30.7	C
3	Depot Street and Dunne Avenue	One-Way Stop	E	AM	06/06/18	10.4	B
				PM	06/06/18	11.7	B
4	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	06/06/18	37.7	D
				PM	06/06/18	34.9	C
5	Depot Street and Main Avenue	Two-Way Stop	E	AM	06/06/18	20.3	C
				PM	06/06/18	21.0	C
6	Monterey Road and Fifth Avenue	Two-Way Stop	F	AM	06/06/18	18.2	C
				PM	06/06/18	34.1	D
7	Depot Street and Fifth Avenue	Two-Way Stop	F	AM	06/06/18	9.2	A
				PM	06/06/18	9.8	A

[1]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- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 5
Existing Freeway Segment Levels of Service

				Mixed-Flow Lane					HOV Lane				
#	Freeway Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density[1]	LOS[1]	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density[1]	LOS[1]
1	US 101 from Masten Avenue to San Martin Avenue	NB	AM	66	3	4,760	24	C	--	--	--	--	--
		NB	PM	67	3	3,200	16	B	--	--	--	--	--
2	US 101 from San Martin Avenue to Tennant Avenue	NB	AM	20	3	4,980	**83**	**F**	--	--	--	--	--
		NB	PM	67	3	3,400	17	B	--	--	--	--	--
3	US 101 from Tennant Avenue to East Dunne Avenue	NB	AM	16	3	4,420	**92**	**F**	--	--	--	--	--
		NB	PM	66	3	4,360	22	C	--	--	--	--	--
4	US 101 from East Dunne Avenue to Cochrane Road	NB	AM	41	3	6,280	51	E	--	--	--	--	--
		NB	PM	66	3	3,770	19	C	--	--	--	--	--
5	US 101 from Cochrane Road to Burnett Avenue (Lane Drop)	NB	AM	64	3	6,150	32	D	66	1	1,520	23	C
		NB	PM	66	3	4,560	23	C	70	1	840	12	B
6	US 101 from Burnett Avenue (Lane Drop) to Sheller Avenue	NB	AM	65	3	6,050	31	D	62	1	2,170	35	D
		NB	PM	43	3	6,330	49	E	70	1	840	12	B
7	US 101 from Sheller Avenue to Lane Drop (SB)	NB	AM	66	3	5,310	27	D	65	1	1,950	30	D
		NB	PM	66	3	3,770	19	C	70	1	1,050	15	B
8	US 101 from Lane Drop (SB) to SR 85	NB	AM	66	3	4,560	23	C	67	1	1,140	17	B
		NB	PM	67	3	3,600	18	B	70	1	490	7	A
9	US 101 from SR 85 to Lane Drop (SB)	SB	AM	67	4	3,990	15	B	67	1	540	8	A
		SB	PM	66	4	5,020	19	C	70	1	1,470	21	C
10	US 101 from Lane Drop (SB) to Sheller Avenue	SB	AM	67	3	3,400	17	B	67	1	810	12	B
		SB	PM	48	3	6,480	45	D	50	1	2,400	48	E
11	US 101 from Sheller Avenue to Burnett Avenue (Lane Drop)	SB	AM	67	3	3,200	16	B	67	1	540	8	A
		SB	PM	30	3	5,760	**64**	**F**	40	1	2,440	**61**	**F**
12	US 101 from Burnett Avenue (Lane Drop) to Cochrane Road	SB	AM	67	3	3,400	17	B	--	--	--	--	--
		SB	PM	19	3	4,790	**84**	**F**	--	--	--	--	--
13	US 101 from Cochrane Road to East Dunne Avenue	SB	AM	67	3	3,000	15	B	--	--	--	--	--
		SB	PM	42	3	6,300	50	E	--	--	--	--	--
14	US 101 from East Dunne Avenue to Tennant Avenue	SB	AM	67	3	3,600	18	B	--	--	--	--	--
		SB	PM	42	3	6,300	50	E	--	--	--	--	--
15	US 101 from Tennant Avenue to San Martin Avenue	SB	AM	67	3	2,800	14	B	--	--	--	--	--
		SB	PM	36	3	6,160	57	E	--	--	--	--	--
16	US 101 from San Martin Avenue to Masten Avenue	SB	AM	67	3	2,600	13	B	--	--	--	--	--
		SB	PM	47	3	6,490	46	D	--	--	--	--	--

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates unacceptable LOS.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Existing plus project conditions are represented by existing traffic conditions with the addition of traffic generated by the proposed project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Significance criteria for impacts on intersections and freeway segments for this analysis are based on the City of Morgan Hill and CMP Level of Service standards and impact criteria.

Definition of Significant Signalized Intersection Impacts

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

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Two of the three signalized study intersections are located within the Downtown Core area and have a LOS E standard. The intersection of Butterfield Boulevard and Dunne Avenue (study intersection #4) has a LOS D standard.

According to the City of Morgan Hill level of service significant impact thresholds, a development is said to create a significant adverse impact 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 existing 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 existing 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.

Definition of Significant Unsignalized Intersection Impacts

Unsignalized intersections within the City of Morgan Hill have a minimum operating level of LOS D, with the exception of unsignalized intersections located within the Downtown area and freeway zones, as identified above, which have a LOS E or F standard. All four of the unsignalized study intersections are located within the Downtown Core area and have a level of service standard of LOS E or F.

According to the City of Morgan Hill level of service significant impact thresholds, a development is said to have a significant adverse impact on traffic conditions at an unsignalized intersection if for either peak hour the intersection (for all-way stop control) or the worst approach (for one- and two-way stop control) delay corresponds to an unacceptable LOS E or F ***and*** the traffic volumes at the intersection are sufficiently high to satisfy the peak hour volume warrant. For unsignalized intersections with a LOS F standard, a significant impact would occur when the traffic volumes at the intersection are sufficiently high to satisfy the peak hour volume warrant.

CMP Definition of Significant Freeway Segment Impacts

A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment is an unacceptable LOS F under no project conditions, and the number of project trips on that segment constitutes at least one percent of capacity on that segment.
2. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to LOS E or better.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Project Description

The proposed project consists of the replacement of the existing industrial uses on site with a mixed-use development consisting of 48 housing units (40 townhome units and 8 condominium units) and 3,150 square feet (s.f.) of office space. The town home units would be three stories high, each with a two-car garage. The condominium units will be located on the second and third floor of the mixed-use building, with the proposed office space located on the first floor. Parking for the condominium units would be located adjacent to the mixed-use building.

In addition to the development of the project site, the realignment of Depot Street, between Fifth Street and Dunne Avenue, also is being proposed. The proposed realignment would shift the south end of Depot Street westward to form the north leg of the Church Street and Dunne Avenue intersection. The Depot Street realignment would be constructed concurrently with the proposed development, and is assumed in place for the evaluation of the project.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the roadway network and intersection configurations under existing plus project conditions would be the same as described under existing conditions with the exception of the following improvements that would be constructed as part of the project:

Depot Street Realignment. The realignment of Depot Street is being proposed as part of the project. Per the current City of Morgan Hill General Plan, Depot Street is planned to be realigned between Fifth Street and Dunne Avenue, shifting the south end of this roadway westward to form the north leg of the Church Street and Dunne Avenue intersection (currently the north leg of this intersection is the driveway providing access to the Morgan Hill Community and Cultural Center). The realignment would begin approximately 250 feet north of Dunne Avenue (at the existing Community and Cultural Center driveway on Depot Street), with a 90-degree bend on the roadway westward into the Center's parking lot and a second almost immediate 90-degree bend southward to connect to the Church Street/Dunne Avenue intersection (see Figure 2). The realigned Depot Street would continue to provide access to the Caltrain Station and all other existing land uses that it currently serves, in addition to the proposed project, via its new full-access intersection at Church Street/Dunne Avenue.

With the realignment and in conjunction with the proposed project, parallel on-street parking would be provided along the project site frontage and along most of the Community and Cultural Center's frontage on Depot Street. The site plan identifies an increase of 11 curb side parking spaces (from 19 to 30) along Depot Street with the proposed Depot Street realignment. The realignment would not affect the existing number of on-site parking spaces at the Community and Cultural Center since it would transverse its parking lot along existing drive aisles. With the realignment, however, the center's parking lot would be divided into two separate lots with two driveways along the realigned Depot Street providing access to the north parking lot and one driveway providing access to the south parking lot.

The Depot Street realignment would be constructed concurrently with the proposed development.

Depot Street/Dunne Avenue Intersection Abandonment. With the proposed Depot Street realignment, the southern end of Depot Street, approximately 250-foot long segment north of Dunne Avenue, and the intersection of Depot Street and Dunne Avenue, would be abandoned. The abandoned roadway segment would become part of the project site.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution step, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips are assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Hexagon has prepared project trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Tenth Edition, 2017. The proposed project consists of the development of 48 residential (40 townhome and 8 condominium) units and 3,150 s.f. of office space. As a conservative approach, trig generation rates for townhouse units were applied to all proposed 48 residential units.

Trip reductions were applied for the mixed-use components of the project and for its proximity to a major bus stop, as prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014). The trip estimates for each of the proposed land use components of the project were reduced to account for internalization, or trips made between each of the proposed land uses. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internalization of trips. The VTA recommends trip reductions of 3 percent (%) to account for the internalization between residential and employment land uses. The 3% reduction is based on the smaller trip generator and is applied to both land uses. Furthermore, the VTA recommends transit reductions of 9% and 6% to be applied to the trips estimated to be generated by residential and employment projects, respectively, that are located within a 2,000-foot walking distance of a transit facility. The proposed project site is located less than 2,000 feet from the Morgan Hill Caltrain Station.

Typically, trip credit for the existing uses on site is applied to the estimated trips for the proposed project since traffic generated by the existing uses would no longer access the project site once the proposed project is built. However, the project site is currently occupied by industrial uses, which generate minimal traffic during the peak hours. Therefore, as a conservative approach, trip credit for the existing uses on-site was not taken.

Based on the ITE trip generation rates and applicable VTA's trip reductions, it is estimated that the proposed project would generate a net new 320 daily trips, with 25 trips (8 inbound and 17 outbound) occurring during the AM peak-hour and 32 trips (19 inbound and 13 outbound) occurring during the PM peak-hour. The project trip generation estimates for the proposed project are presented in Table 6.

Trip Distribution

The trip distribution pattern for project-generated traffic was estimated based on existing travel patterns on the surrounding roadway system and on the locations of complementary land uses. The project trip distribution pattern is shown graphically on Figure 7.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 6
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Reduction %	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Split In	AM Split Out	AM Trip In	AM Trip Out	AM Trip Total	PM Peak Hour Rate	PM Split In	PM Split Out	PM Trip In	PM Trip Out	PM Trip Total
Multi-family Housing (Low-Rise)	220		48 Dwelling Units	6.709	322	0.495	23%	77%	6	18	24	0.640	63%	37%	20	11	31
Housing & Employment [1]		*3%*			*-1*				*0*	*0*	*0*				*0*	*0*	*0*
Housing near a Caltrain station [2]		*9%*			*-29*				*-1*	*-2*	*-3*				*-2*	*-1*	*-3*
General Office Building	710		3,150 Square Feet	9.740	31	1.160	86%	14%	3	1	4	1.150	16%	84%	1	3	4
Housing & Employment [1]		*3%*			*-1*				*0*	*0*	*0*				*0*	*0*	*0*
Employment near a Caltrain station [2]		*6%*			*-2*				*0*	*0*	*0*				*0*	*0*	*0*
Net Project Trips					**320**				**8**	**17**	**25**				**19**	**13**	**32**

Source: ITE Trip Generation Manual, 10th Edition 2017

[1]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and employment components is equal to 3% off the smaller trip generator.

[2]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for housing and employment located within a 2,000-foot walking distance of a Caltrain station (Morgan Hill Caltrain Station) is equal to 9% for the housing and 6% for the employment components.

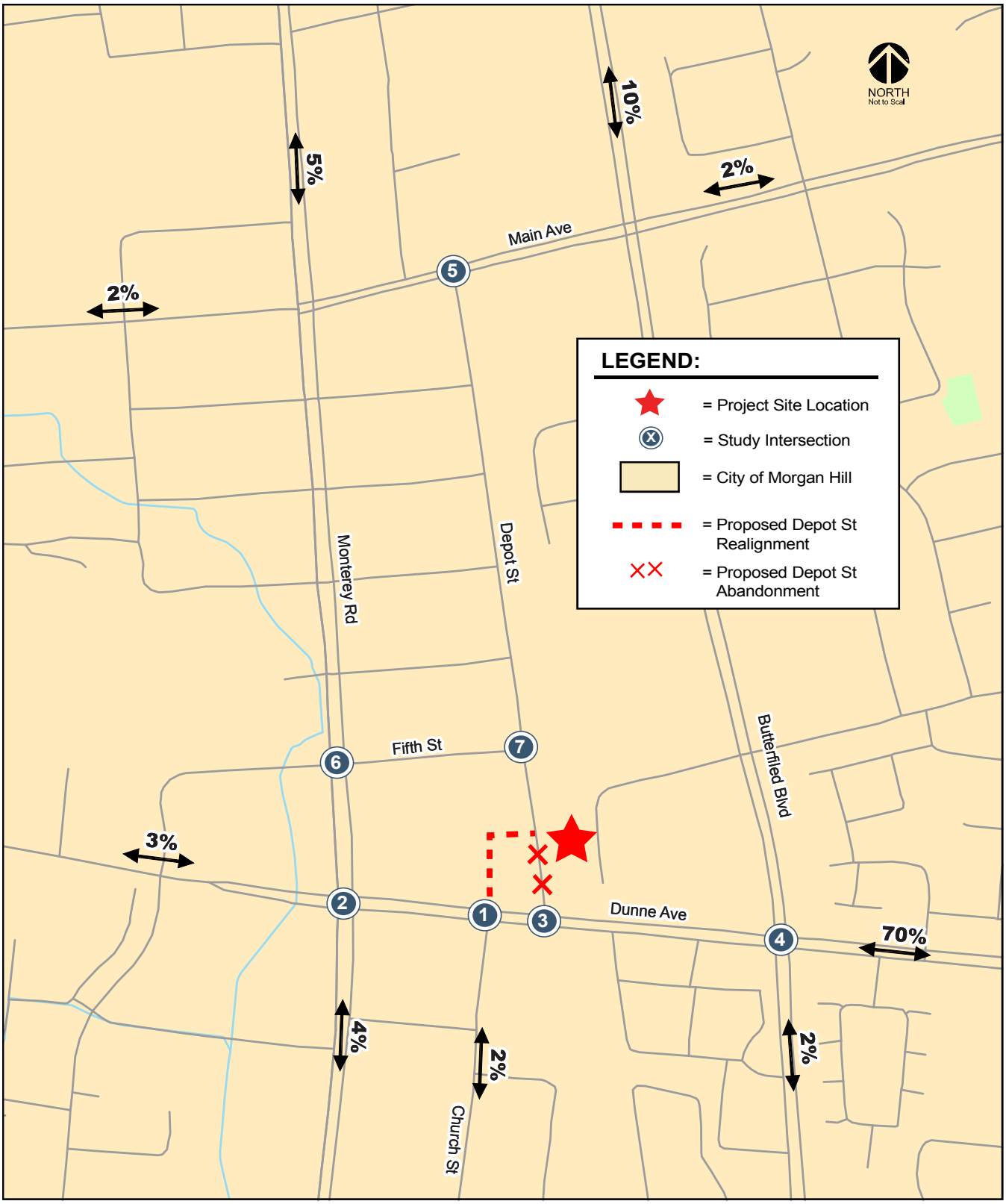


Figure 7
Project Trip Distribution

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Trip Assignment

The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern discussed above. Figure 8 shows the assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Existing Plus Project Traffic Volumes

Project trips, as presented in the above project trip assignment, were added to existing traffic volumes to obtain existing plus project traffic volumes. In addition, a reassignment of existing traffic was conducted to account for the anticipated change in travel patterns in the immediate project area associated with the proposed Depot Street realignment.

Currently, access between Depot Street and Dunne Avenue is limited to right-turn access only. The Depot Street realignment would provide full-access to and from the Depot Street area via Dunne Avenue, resulting in the displacement of traffic between some of the surrounding intersections, in particular the intersections of Church Street/Dunne Avenue, Monterey Road/Dunne Avenue, Monterey Road/Fifth Street, and Deport Street/Fifth Street. Therefore, the reassignment of existing traffic due to the proposed Depot Street realignment and the proposed project trips were added to existing traffic volumes to obtain existing plus project traffic volumes.

The existing plus project traffic volumes are shown on Figure 9.

Existing Plus Project Intersection Analysis

The results of the level of service analysis under existing plus project conditions are summarized in Table 7. The results show that, measured against the City of Morgan Hill level of service standards, all the study intersections are projected to operate at acceptable levels of service under existing plus project conditions during each of the peak hours analyzed. Therefore, no study intersections would be significantly impacted by the project, according to City's level of service impact criteria.

In addition, all unsignalized study intersections are projected to have traffic conditions that fall below the thresholds that warrant signalization under existing plus project conditions. The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Freeway Segment Analysis

The results of the CMP freeway level of service analysis under existing plus project conditions are summarized in Table 8. Traffic volumes on the study freeway segments under existing plus project conditions were estimated by adding to the existing traffic volumes obtained from the 2016 CMP Annual Monitoring Report the estimated project trips on the freeway. The results show that the project would not cause an increase in traffic volumes of one percent or more of freeway capacity on any freeway segments currently operating at an unacceptable LOS F, nor would the addition of project traffic result in the degradation of LOS on any freeway segment currently operating at an acceptable LOS E to an unacceptable LOS F. Therefore, based on CMP impact criteria, the proposed project would not have a significant impact on freeways.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

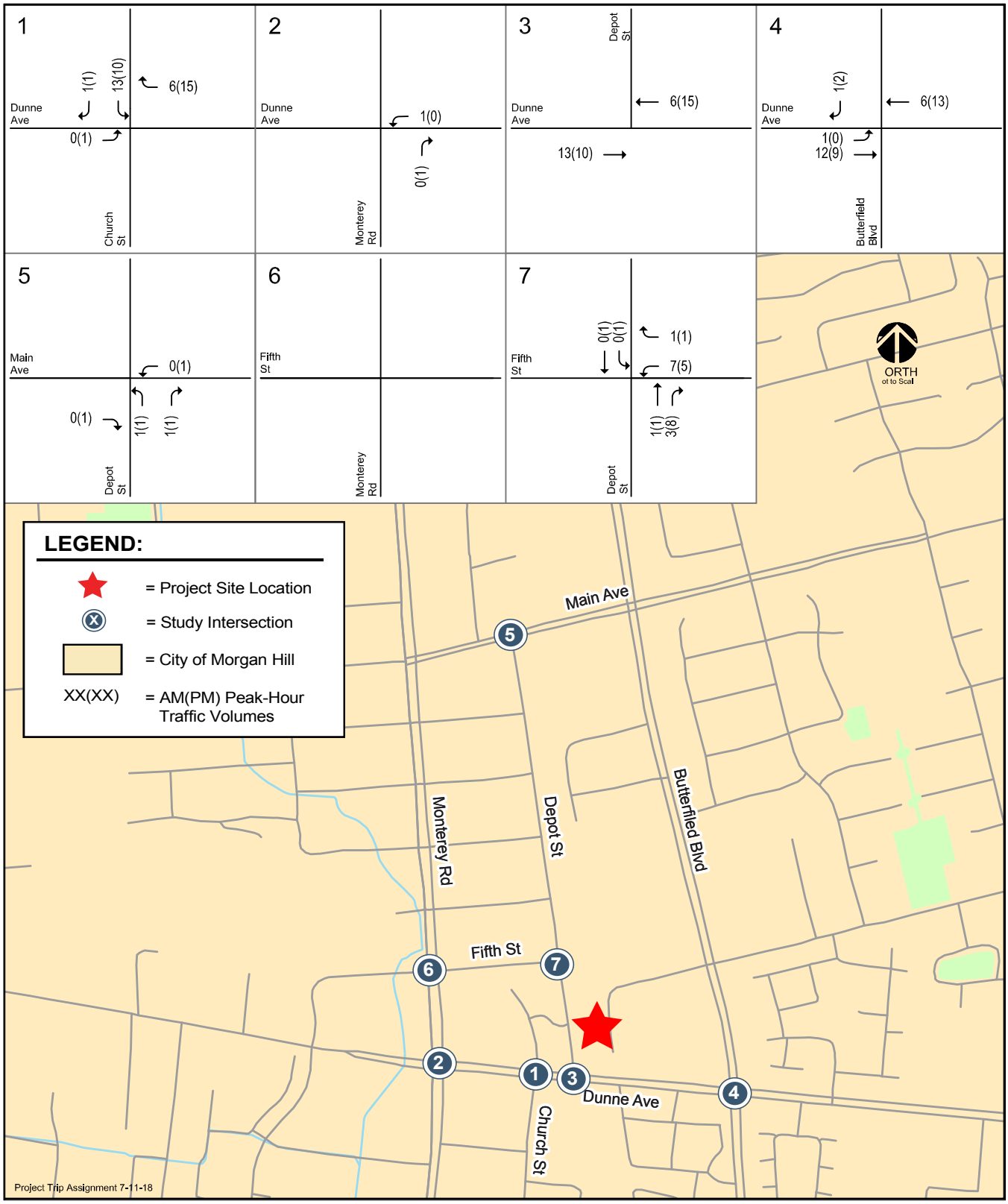


Figure 8
Project Trip Assignment

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

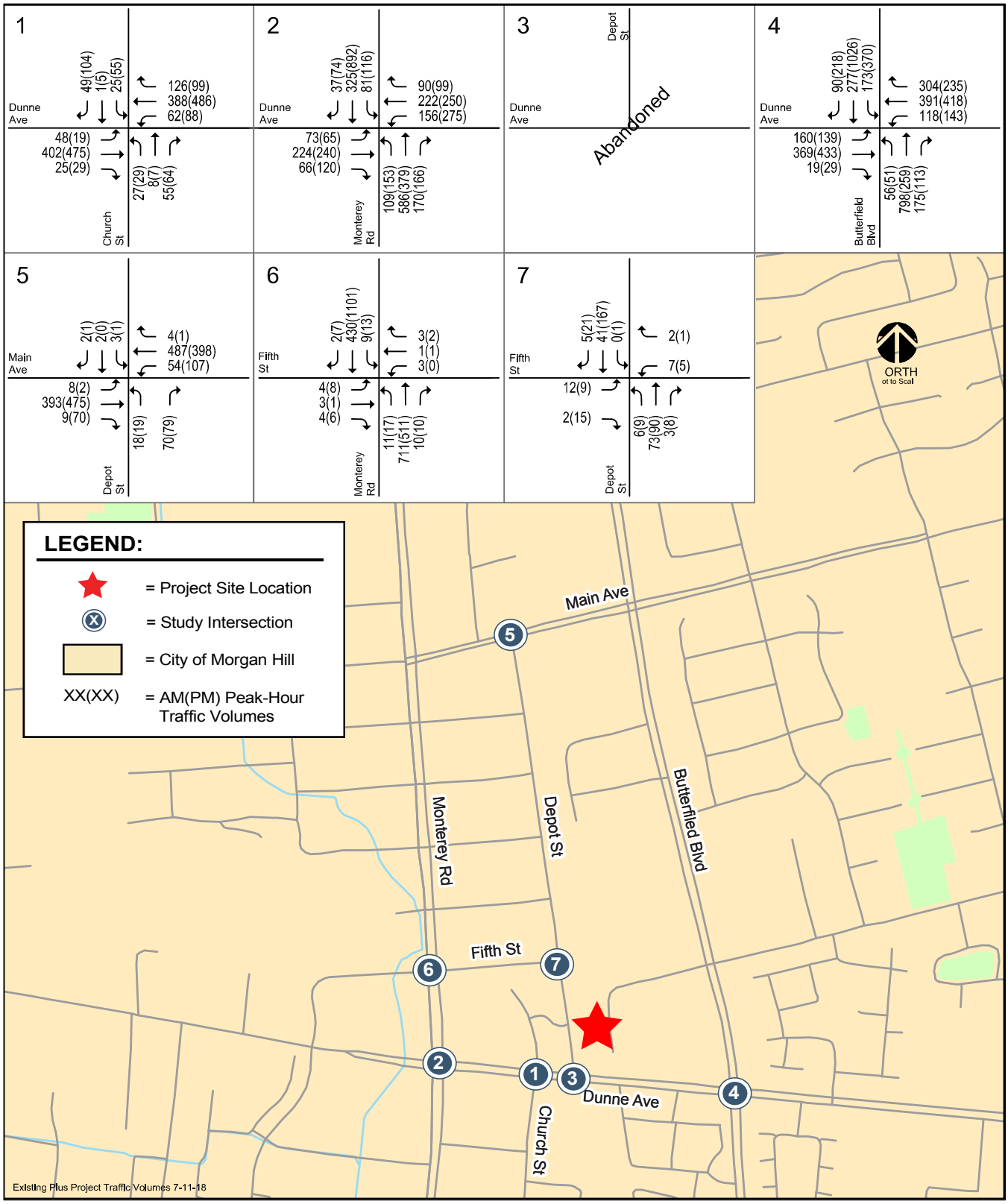


Figure 9
Existing Plus Project Traffic Volumes

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 7
Existing Plus Project Intersection Levels of Service

Int. #	Intersection	Existing Intersection Control	LOS Standard	Peak Hour	Existing Delay[1]	Existing LOS	Existing Plus Project Delay[1]	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C
1	Church Street and Dunne Avenue	Signal	E	AM	17.8	B	17.7	B	0.1	0.060
				PM	19.9	B	24.7	C	6.2	0.101
2	Monterey Road and Dunne Avenue	Signal	E	AM	29.6	C	29.6	C	-0.1	-0.004
				PM	30.7	C	30.6	C	-0.1	
3	Depot Street and Dunne Avenue	One-Way Stop	E	AM	10.4	B	*Intersection Abandoned*			
				PM	11.7	B				
4	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	37.7	D	37.7	D	0.1	0.002
				PM	34.9	C	35.0	D	0.1	0.004
5	Depot Street and Main Avenue	Two-Way Stop	E	AM	20.3	C	20.4	C	N/A	N/A
				PM	21.0	C	21.1	C	N/A	N/A
6	Monterey Road and Fifth Avenue	Two-Way Stop	F	AM	18.2	C	18.1	C	N/A	N/A
				PM	34.1	D	34.1	D	N/A	N/A
7	Depot Street and Fifth Avenue	Two-Way Stop	F	AM	9.2	A	9.2	A	N/A	N/A
				PM	9.8	A	10.3	B	N/A	N/A

[1]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- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 8
Freeway Segment Levels of Service Summary

					Existing Plus Project													Project Trip			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
1	US 101	from Masten Avenue to San Martin Avenue	NB	AM	66	3	6,900	4,761	24	C	--	--	--	--	--	--	1	0.01	--	--
			NB	PM	67	3	6,900	3,202	16	B	--	--	--	--	--	--	2	0.03	--	--
2	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	20	3	6,900	4,981	**83**	**F**	--	--	--	--	--	--	1	0.01	--	--
			NB	PM	67	3	6,900	3,402	17	B	--	--	--	--	--	--	2	0.03	--	--
3	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	16	3	6,900	4,421	**92**	**F**	--	--	--	--	--	--	1	0.01	--	--
			NB	PM	66	3	6,900	4,362	22	C	--	--	--	--	--	--	2	0.03	--	--
4	US 101	from East Dunne Avenue to Cochrane Road	NB	AM	41	3	6,900	6,290	51	E	--	--	--	--	--	--	10	0.14	--	--
			NB	PM	66	3	6,900	3,778	19	C	--	--	--	--	--	--	8	0.12	--	--
5	US 101	from Cochrane Road to Burnett Avenue (Lane Drop)	NB	AM	64	3	6,900	6,158	32	D	66	1	1,650	1,522	23	C	8	0.12	2	0.12
			NB	PM	66	3	6,900	4,567	23	C	70	1	1,650	841	12	B	7	0.10	1	0.06
6	US 101	from Burnett Avenue (Lane Drop) to Sheller Avenue	NB	AM	65	3	6,900	6,057	31	D	62	1	1,650	2,173	35	D	7	0.10	3	0.18
			NB	PM	43	3	6,900	6,337	49	E	70	1	1,650	841	12	B	7	0.10	1	0.06
7	US 101	from Sheller Avenue to Lane Drop (SB)	NB	AM	66	3	6,900	5,317	27	D	65	1	1,650	1,953	30	D	7	0.10	3	0.18
			NB	PM	66	3	6,900	3,776	19	C	70	1	1,650	1,052	15	B	6	0.09	2	0.12
8	US 101	from Lane Drop (SB) to SR 85	NB	AM	66	3	6,900	4,568	23	C	67	1	1,650	1,142	17	B	8	0.12	2	0.12
			NB	PM	67	3	6,900	3,607	18	B	70	1	1,650	491	7	A	7	0.10	1	0.06
9	US 101	from SR 85 to Lane Drop (SB)	SB	AM	67	4	9,200	3,994	15	B	67	1	1,650	541	8	A	4	0.04	1	0.06
			SB	PM	66	4	9,200	5,029	19	C	70	1	1,650	1,472	21	C	9	0.10	2	0.12
10	US 101	from Lane Drop (SB) to Sheller Avenue	SB	AM	67	3	6,900	3,404	17	B	67	1	1,650	811	12	B	4	0.06	1	0.06
			SB	PM	48	3	6,900	6,488	45	D	50	1	1,650	2,403	48	E	8	0.12	3	0.18
11	US 101	from Sheller Avenue to Burnett Avenue (Lane Drop)	SB	AM	67	3	6,900	3,204	16	B	67	1	1,650	541	8	A	4	0.06	1	0.06
			SB	PM	30	3	6,900	5,768	**64**	**F**	40	1	1,650	2,443	**61**	**F**	8	0.12	3	0.18
12	US 101	from Burnett Avenue (Lane Drop) to Cochrane Road	SB	AM	67	3	6,900	3,405	17	B	--	--	--	--	--	--	5	0.07	--	--
			SB	PM	19	3	6,900	4,801	**84**	**F**	--	--	--	--	--	--	11	0.16	--	--
13	US 101	from Cochrane Road to East Dunne Avenue	SB	AM	67	3	6,900	3,005	15	B	--	--	--	--	--	--	5	0.07	--	--
			SB	PM	42	3	6,900	6,311	50	E	--	--	--	--	--	--	11	0.16	--	--
14	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	67	3	6,900	3,602	18	B	--	--	--	--	--	--	2	0.03	--	--
			SB	PM	42	3	6,900	6,301	50	E	--	--	--	--	--	--	1	0.01	--	--
15	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	67	3	6,900	2,802	14	B	--	--	--	--	--	--	2	0.03	--	--
			SB	PM	36	3	6,900	6,161	57	E	--	--	--	--	--	--	1	0.01	--	--
16	US 101	from San Martin Avenue to Masten Avenue	SB	AM	67	3	6,900	2,602	13	B	--	--	--	--	--	--	2	0.03	--	--
			SB	PM	47	3	6,900	6,491	46	D	--	--	--	--	--	--	1	0.01	--	--

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

4. Year 2035 General Plan Conditions

This chapter describes Year 2035 General Plan traffic conditions with and without the proposed project. General Plan conditions are comprised of forecasted traffic volumes and reflect estimated traffic growth in the City of Morgan Hill for the Year 2035. This chapter describes the procedure used to determine Year 2035 General Plan traffic volumes and the resulting traffic conditions.

Significant Impact Criteria

Significance criteria for impacts on intersections are based on the City of Morgan Hill Level of Service standards and impact criteria, and is described in the previous chapter.

Year 2035 General Plan Land Use and Traffic Forecasts

Year 2035 General Plan 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 projected traffic growth was calculated by taking the difference between Base Year 2015 and Year 2035 forecasted turn movement volumes. This projected growth was added to the existing traffic volumes to derived Year 2035 General Plan traffic conditions.

Project trips, as presented in the previous chapter, and the reassignment of future traffic volumes (anticipated change in travel patterns in the immediate project area) resulting with the proposed Depot Street realignment, were added to the Year 2035 General Plan conditions traffic volumes to obtain Year 2035 General Plan plus project conditions traffic volumes.

Figures 10 and 11 show the Year 2035 General Plan and Year 2035 General Plan plus project traffic volumes, respectively. Appendix B lists each of the components used to tabulate General Plan traffic volumes at each study intersection.

Year 2035 General Plan Transportation Network

Several new roadways are planned under 2035 General Plan conditions to provide for enhanced connectivity and circulation throughout the City. However, no roadway network improvements are planned for the Downtown area. Therefore, it is assumed in this analysis that the roadway network and intersection lane configurations under General Plan conditions would be the same as described under

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

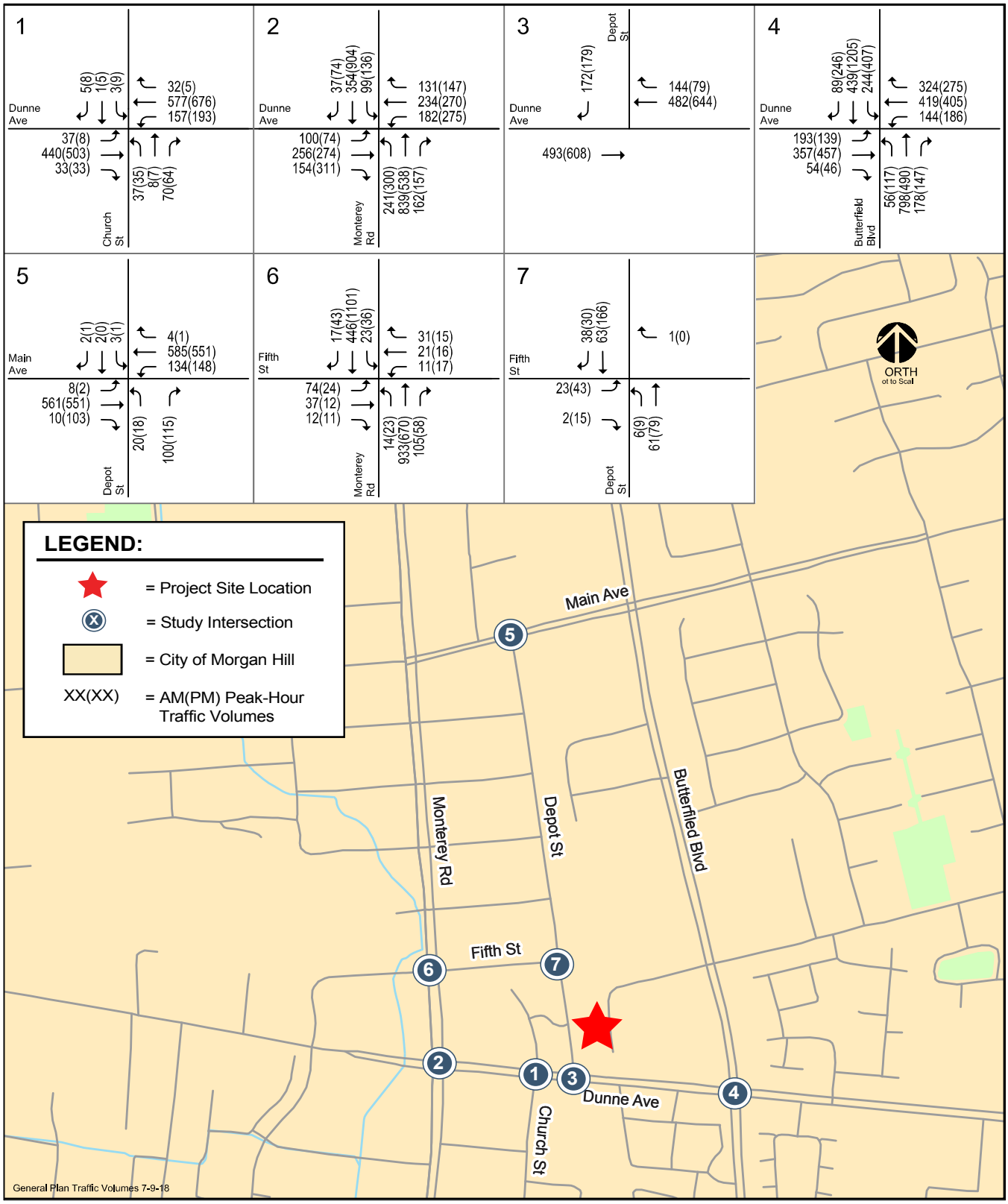


Figure 10
Year 2035 General Plan Traffic Volumes

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

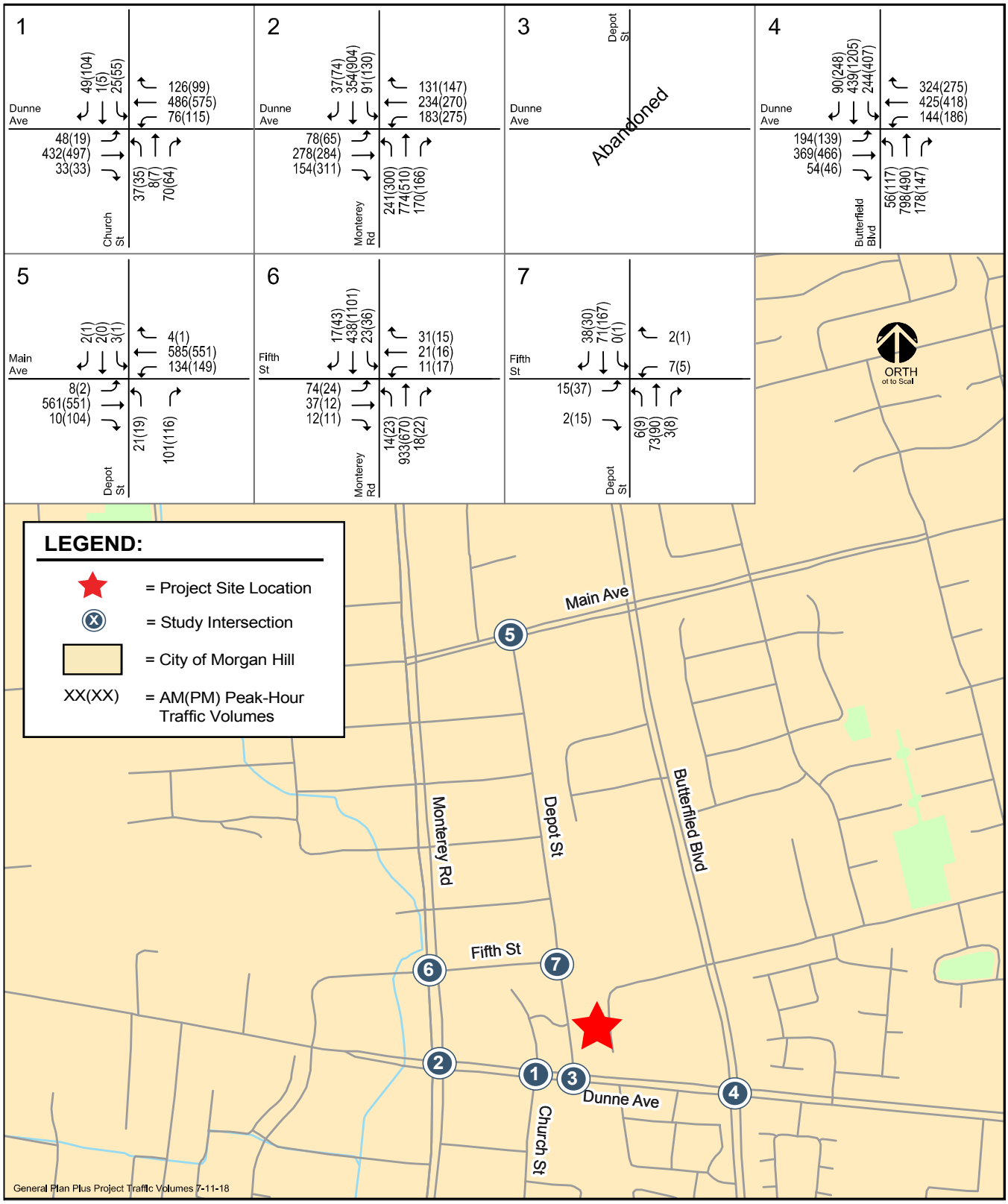


Figure 11
Year 2035 General Plus Project Traffic Volumes

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

existing conditions. The transportation roadway network under Year 2035 General Plan plus project conditions would be the same as described under existing plus project conditions, including the proposed Depot Street realignment and the Depot Street/Dunne Avenue intersection abandonment (described in the previous chapter).

Intersection Levels of Service under General Plan Conditions

The level of service results under Year 2035 General Plan without and with project conditions are summarized in Table 9. The results show that, measured against the City of Morgan Hill level of service standards, all the study intersections are projected to operate at acceptable levels of service under Year 2035 General Plan and General Plan plus project conditions during each of the peak hours analyzed. Therefore, no study intersections would be significantly impacted by the project, according to the City's level of service impact criteria.

The signal warrant analysis indicates that the intersection of Depot Street and Main Avenue is projected to have traffic conditions that would meet the traffic signal warrant during the PM peak-hour under both Year 2035 General Plan and General Plan plus project conditions. However, the intersection also is projected to continue to operate at acceptable levels of service during both peak hours. Therefore, according to the City of Morgan Hill level of service impact criteria for unsignalized intersections, this is not considered a significant project impact.

The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Table 9
Year 2035 General Plan Intersection Levels of Service

Int. #	Intersection	Intersection Control	LOS Standard	Peak Hour	Year 2035 General Plan Delay[1]	Year 2035 General Plan LOS	Year 2035 GP Plus Project Delay[1]	Year 2035 GP Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Church Street and Dunne Avenue	Signal	E	AM	20.0	B	18.1	B	-2.4	0.016
				PM	20.7	C	24.0	C	5.9	0.099
2	Monterey Road and Dunne Avenue	Signal	E	AM	30.7	C	30.4	C	-0.8	-0.039
				PM	36.2	D	36.2	D	0.0	0.000
3	Depot Street and Dunne Avenue	One-Way Stop	E	AM	12.0	B	*Intersection Abandoned*			
				PM	12.8	B				
4	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	40.4	D	40.4	D	0.1	0.002
				PM	38.9	D	39.0	D	0.2	0.004
5	Depot Street and Main Avenue	Two-Way Stop	E	AM	38.6	E	38.6	E	N/A	N/A
				PM	35.5	E	35.8	E	N/A	N/A
6	Monterey Road and Fifth Avenue	Two-Way Stop	F	AM	96.5	F	81.0	F	N/A	N/A
				PM	127.0	F	122.1	F	N/A	N/A
7	Depot Street and Fifth Avenue	Two-Way Stop	F	AM	9.5	A	9.6	A	N/A	N/A
				PM	10.2	B	10.5	B	N/A	N/A

[1]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- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

5. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Vehicular site access
- On-site circulation
- Intersection operations analysis – vehicle queuing and left-turn pocket storage at intersections
- Potential impacts to bike, pedestrian and transit facilities

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access is provided and to identify any access and circulation issues that should be improved. This review is based on the project site plan prepared by RJA dated May 21, 2018 and in accordance with generally accepted traffic engineering standards.

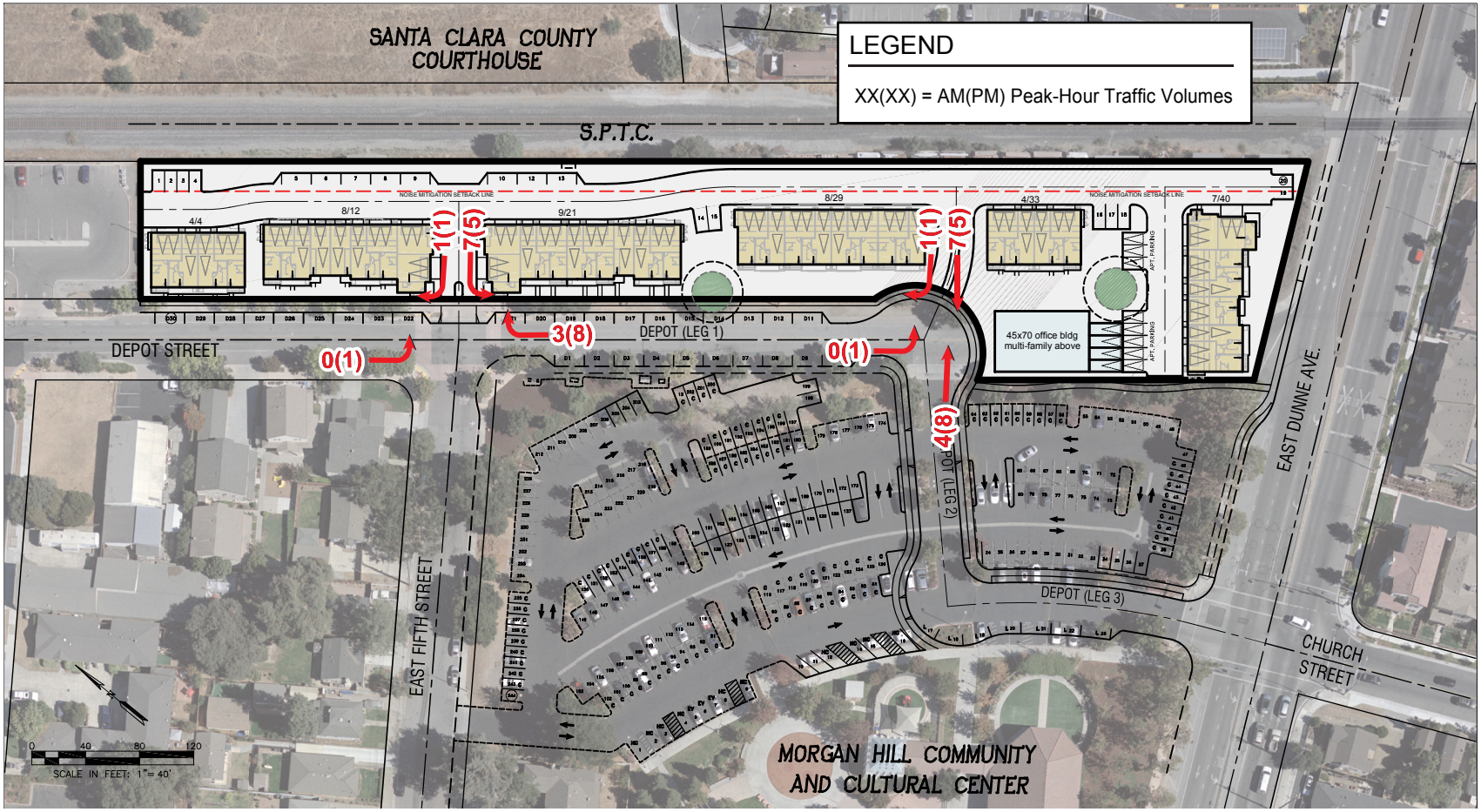
Site Access

Access to the project site would be provided via two driveways along Depot Street. The first driveway would be located at the intersection of Depot Street and Fifth Street, while the second driveway would be located at the first bend of the proposed Depot Street realignment. Both driveways would provide full access to and from the project site.

The proposed new intersection of Depot Street with Church Street and Dunne Avenue would provide full access to the project site to all project traffic on Dunne Avenue, including traffic originating from and heading to US 101 and locations south of Dunne Avenue. Project traffic to and from the north would access the project site via the existing full-access Depot Street and Main Avenue intersection. The estimated project trips at each of the site driveways are shown on Figure 12.

The level of service analysis presented in previous chapters shows that both the study intersections of Depot Street with Main Avenue and Church Street/Dunne Avenue are projected to operate acceptably with implementation of the proposed project under both existing plus project and Year 2035 General Plan plus project conditions.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))



Source: RJA - Ruggeri-Jensen-Azar, May 21, 2018

Figure 12
Project Trips Site Access Driveways

On-Site Circulation

A single drive aisle, located east of the proposed buildings and parallel to Depot Street, would provide access to the proposed housing units and office space via the two proposed driveways. Although the drive aisle's dimensions are not shown on the site plan, the drive aisle is shown to consist of two travel lanes with short segments that include on-street 90-degree or parallel parking spaces. A total of 19 parking spaces along the internal drive aisle are shown of the site plan. According to the site plan, these parking spaces would be designated as guest parking (the site plan lists 20 guest parking spaces although only 19 are shown on the site plan).

The site plan shows all town home units to have a two-car garage that would be accessible via the internal drive aisle, with the exception of two units located along the access driveway on Fifth Street and six units located along a short east-west drive aisle at the south end of the project site. The short drive aisle also would provide direct access to the condominium units designated parking.

The entrance to the parking garages located along the Fifth Street project driveway are shown to be approximately 30 to 40 feet from the driveway/Depot Street. This distance would provide adequate storage space for one vehicle to queue up at this driveway without blocking Depot Street in the given case access to the project site was momentarily blocked by vehicle ingress/egress activity at these garages. However, it is not anticipated that the locations of these two garage entrances, in relation to the access driveway, would create access or on-site circulation issues since it is estimated that a maximum of 9 vehicles would enter the project site via this driveway during the peak-hour. The estimated project traffic volumes are relatively low that the development of vehicle queues at the project site driveways is very unlikely.

The site plan shows three dead end aisles within the project site – one each at the north and south ends of the site and a third one at the end of the short east-west drive aisle. Dead end aisles are less desirable because drivers will enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. In areas where parking spaces are designated for specific individuals or where traffic volumes are relatively low, like in the case of the proposed project, dead end aisles are less problematic. Therefore, it is not anticipated that the proposed dead-end aisles would have an effect on the on-site circulation.

The straight nature of the internal drive aisle, along with the two proposed access points, would facilitate vehicular circulation within the site. However, it could also result in drivers traveling at higher than the recommended speeds. For this reason, it may be desirable to implement speed-reducing measures along the internal drive aisle. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal drive aisle.

In order to provide adequate on-site circulation for all vehicle types, including larger emergency vehicles and garbage and delivery trucks, the design of all drive aisles and access driveways should adhere to City of Morgan Hill design standards and guidelines. The design of the site must include adequate corner radii, driveway width, drive aisle width, parking dimensions, and signage to the satisfaction of the City of Morgan Hill design standards. Adhering to City of Morgan Hill standards and requirements, the proposed site access driveways and internal drive aisle layout would be adequate to accommodate circulation of both passenger and emergency vehicles.

The project site plan shows pedestrian connections between all proposed buildings on site and the proposed sidewalks along the project site frontages on Depot Street. Providing clear pedestrian connections between the proposed project and proposed and existing pedestrian facilities along the adjacent streets would facilitate pedestrian travel between the project site and other pedestrian destinations, such as the Downtown area, the Community and Cultural Center, and the Caltrain Station.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Additionally, the continuous sidewalks along Depot Street and a proposed new pedestrian connection that would run from Depot Street to Dunne Avenue adjacent to the project site, along with the traffic signal at the intersection of Depot Street/Church Street and Dunne Avenue would provide a pedestrian connection between the project site and the existing land uses on the south side of Dunne Avenue. Therefore, based on the existing and proposed pedestrian facilities in the project area, pedestrian circulation would be adequate.

Recommended Site Access and On-Site Circulation Improvements

Installation of Speed-Reducing Measures. Due to the straight nature of the internal drive aisle, it may be desirable to implement speed-reducing measures to limit/prevent drivers from traveling at speeds that are unsafe. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal drive aisle.

Adhere to City of Morgan Hill Design Standards and Guidelines. The design of the project site, including but not limited to driveways, sidewalks, corner radii, drive aisle width, parking dimensions, and signage, should adhere to City of Morgan Hill design standards and guidelines.

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = Average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak-hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length".

The intersection of Depot Street/Church Street and Dunne Avenue is the only intersection where the project is anticipated to add more than 10 peak-hour trips per lane to some of the intersection movements. Thus, the eastbound left-turn and westbound left-turn movements and the southbound approach at the intersection were evaluated.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 10. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix E.

The results of the queuing analysis at the intersection of Depot Street/Church Street and Dunne Avenue indicate that all intersection movements evaluated are projected to have adequate queue storage capacity to accommodate the estimated maximum queue lengths that would result with implementation of the project.

The projected maximum queue length of 2 vehicles, or 50 feet, for the eastbound left-turn movement could be accommodated within the existing queue storage capacity of approximately 125 feet.

The westbound left-turn queue length is projected to decrease by one vehicle from existing conditions, as existing southbound Depot Street to eastbound Dunne Avenue traffic would no longer access this turn pocket to make a U-turn with implementation of the proposed Depot Street realignment.

At the southbound approach of the intersection, however, the addition of project traffic, in addition to the Depot Street realignment, would result in the increase of the maximum queue length by 6 vehicles (from 2 to 8 vehicles, or 50 to 200 feet) during the PM peak-hour. This projected maximum queue length could be accommodated along the entire length of the street, however, the queue must not block access to any of the three Community and Cultural Center parking lot driveways proposed be located along the realigned Depot Street. The first driveway to the center's parking lot along the realigned Depot Street would be located approximately 175 feet from Dunne Avenue, and the next two driveways (one on each side of the street) would be located approximately 280 feet north and east of Dunne Avenue. A southbound queue length of 200 feet would extend past the first Community and Cultural Center parking lot driveway. Thus, it may be desirable to install "Keep Clear" pavement markings adjacent to one (the western driveway) or both of the center's driveways along the realigned Depot Street.

Project generated traffic at other locations would be too low to have a measurable effect on queue lengths.

Recommended Operations Improvements

Installation of "Keep Clear" Signs. It is recommended that "Keep Clear" pavement markings be installed adjacent to one (the western driveway) or both of the Morgan Hill Community and Cultural Center parking lot driveways located along the realigned Depot Street. This will prevent projected maximum vehicle queue lengths at the intersection of Depot Street/Church Street and Dunne Avenue (southbound approach) from blocking access to/from the center's parking lot.

Parking Demand Analysis

According to the Morgan Hill Downtown Specific Plan, dated November 2009, residential projects located within the Downtown Specific Plan area are required to provide the following number of parking spaces: 1.0 parking space for residential units smaller than 600 square feet, 1.5 parking spaces for residential units between 600 and 1,350 square feet, and 2.0 parking spaces for residential units greater than 1,350 square feet. Office space located within the Downtown Specific Plan area is required to provide one off-street parking space per 250 square feet of floor area.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Table 10
Queuing Analysis Summary

Measurement	Church Street and Dunne Avenue					
	EBL AM	EBL PM	WBL AM	WBL PM	SB AM	SB PM
Existing Conditions						
Cycle Length (sec)	60	90	60	90	60	90
Lanes	1	1	1	1	1	1
Volume (vph)	37	8	71	124	9	22
Volume (vphpl)	37	8	71	124	9	22
95th %. Queue (veh/ln.)	2	1	3	6	1	2
95th %. Queue (ft./ln)[1]	50	25	75	150	25	50
Storage (ft./ ln.)	125	125	150	150	Unlimited	Unlimited
Adequate (Y/N)	YES	YES	YES	YES	YES	YES
Existing Plus Project Conditions						
Cycle Length (sec)	60	90	60	90	60	90
Lanes	1	1	1	1	1	1
Volume (vph)	48	19	62	88	75	164
Volume (vphpl)	48	19	62	88	75	164
95th %. Queue (veh/ln.)	2	2	3	5	3	8
95th %. Queue (ft./ln)[1]	50	50	75	125	75	200
Storage (ft./ ln.)	125	125	150	150	Unlimited	Unlimited
Adequate (Y/N)	YES	YES	YES	YES	YES	YES

Notes:
[1] Assumes 25 feet per vehicle queued
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

The site plan shows two parking spaces provided for each of the 40 town home units, for a total of 80 covered parking spaces. Additionally, 8 “apron” parking stalls (4 which would be covered) and 4 additional uncovered stalls are being proposed for the 2-bedroom and 1-bedroom, respectively, condominium units located. The site plan also lists 20 guest parking spaces (although only 19 parking spaces are shown on the site plan). However, no parking spaces are listed or designated on the site plan for the office space. Based on the above Downtown parking requirements, a total of 13 parking spaces should be provided to serve the proposed office space.

Recommended Parking Improvements

Provide Required Number of Parking Spaces. The proposed project must provide the minimum number of parking spaces required to satisfy the City’s Downtown Specific Plan parking requirements.

Transit, Pedestrian and Bicycle Analyses

The project site is served by three VTA bus lines, one MST bus line, and Caltrain. The transit stops on Monterey Road/Dunne Avenue and at the Morgan Hill Caltrain Station are located within 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 1 transit rider

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

during each of the peak hours. The transit ridership demands of the proposed project can be accommodated by the existing transit services serving the project site.

Sidewalks are provided along both sides of the street on Dunne Avenue, Monterey Road, Fifth Street, and Depot Street, with the exception the segment on Depot Street along the project site's frontage, south of Fifth Street. With implementation of the proposed project, sidewalks would be provided along the entire east side of Depot Street, along the project site frontage and the realigned roadway. Additionally, the site plan shows a pedestrian pathway that would run from Depot Street to Dunne Avenue, adjacent to the project site, providing a direct pedestrian connection between the project site and Dunne Avenue. The proposed pedestrian facilities would enhance existing pedestrian facilities, providing a more complete pedestrian network. Therefore, based on the existing and proposed pedestrian facilities in the project area, continuous pedestrian connections between the project site and surrounding pedestrian destinations would be available, resulting in adequate pedestrian circulation to and from the project site.

There are several bike lanes and bike paths in the vicinity of the project site, some of which serve the project site directly. Depot Street currently has bike lanes along most of its length, with the exception of the small segment between Fifth Street and Dunne Avenue. Monterey Road has bike lanes along nearly its entire length within City of Morgan Hill limits, with the exception of the segment that runs through downtown between Dunne Avenue and Main Avenue, which is designated as a bike route. Bike lanes also are provided along Dunne and Main Avenues.

The site plan shows on-street parking on both sides of the street along the project site frontage on Depot Street. This segment of Depot Street is shown on the site plan as having a 40-foot curb-to-curb right-of-way and would include two 12-foot travel lanes and 8 feet of parking on both sides of the street. The proposed Depot Street cross-section along the project site frontage does not include bike lanes. Additionally, an approximately 200-foot segment of the existing bike lane on the east side of Depot Street, north of Fifth Street and along the project site frontage, would be removed to accommodate the proposed on-street parking. Therefore, the existing bike lane on Depot Street would continue to be incomplete. However, the proposed pedestrian pathway that would connect Depot Street to Dunne Avenue, adjacent to the project site, also could be utilized by bicycle traffic, connecting the existing bike lanes on Dunne Avenue to Depot Street.

Conservatively assuming that bicycle trips would comprise no more than five percent of the total project-generated trips, this calculates to no more than 1-2 new bicycle trips during the peak hours. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The study includes an analysis of AM and PM peak-hour traffic conditions for seven intersections and 16 directional freeway segments. The weekday AM peak hour of traffic is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

The impacts of the project on intersections were identified on the basis of the City of Morgan Hill Level of Service standards. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities and transit, were determined on the basis of engineering judgment.

Existing Plus Project Intersection Levels of Service Analysis

The results of the intersection level of service analysis under existing plus project conditions show that no study intersections would be impacted by the project according to City of Morgan Hill level of service standards.

Freeway Segment Analysis

The results of the freeway level of service analysis shows that the proposed project would not result in a significant impact under project conditions on any of the study freeway segments.

Year 2035 General Plan Intersection Levels of Service Analysis

The results of the intersection level of service analysis under Year 2035 General Plan plus project conditions show that no study intersections would be impacted by the project, according to City of Morgan Hill level of service standards.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Other Transportation Issues

Site Access and Circulation

Recommended Site Access and On-Site Circulation Improvements

The following are recommended adjustments to improve site access and on-site circulation:

Installation of Speed-Reducing Measures. Due to the straight nature of the internal drive aisle, it may be desirable to implement speed-reducing measures to limit/prevent drivers from traveling at speeds that are unsafe. These measures could be as simple as posting speed limit signs and/or using removable on street signs, to more permanent measures such as the installation of speed bumps/humps along the internal drive aisle.

Adhere to City of Morgan Hill Design Standards and Guidelines. The design of the project site, including but not limited to driveways, sidewalks, corner radii, drive aisle width, parking dimensions, and signage, should adhere to City of Morgan Hill design standards and guidelines. This will help provide adequate on-site circulation for all vehicle types, including larger emergency vehicles.

Intersection Operations Analysis

Recommended Operations Improvements

The following are recommended adjustments to improve operating conditions along Depot Street:

Installation of “Keep Clear” Signs. It is recommended that “Keep Clear” pavement markings be installed adjacent to one (the western driveway) or both of the Morgan Hill Community and Cultural Center parking lot driveways located along the realigned Depot Street. This will prevent projected maximum vehicle queue lengths at the intersection of Depot Street/Church Street and Dunne Avenue (southbound approach) from blocking access to/from the center’s parking lot.

Parking Demand

Recommended Parking Improvements

Provide Required Number of Parking Spaces. The proposed project must provide the minimum number of parking spaces required to satisfy the City’s Downtown Specific Plan parking requirements.

Transit, Pedestrian, and Bicycle Analysis

The transit ridership demands of the proposed project can be accommodated by the existing transit services serving the project site.

Based on the existing and proposed pedestrian facilities in the project area, continuous pedestrian connections between the project site and surrounding pedestrian destinations would be available, resulting in adequate pedestrian circulation to and from the project site.

The proposed Depot Street cross-section along the project site frontage does not include bike lanes. Additionally, an approximately 200-foot segment of the existing bike lane on the east side of Depot Street, north of Fifth Street and along the project site frontage, would be removed to accommodate the proposed on-street parking. Therefore, the existing bike lane on Depot Street would continue to be incomplete. However, the proposed pedestrian pathway that would connect Depot Street to Dunne

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Avenue, adjacent to the project site, also could be utilized by bicycle traffic, connecting the existing bike lanes on Dunne Avenue to Depot Street.

The bicycle trips generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Attachment: Hale Lumber Mixed-Use Development TIA (1922 : GPA, ZA for Depot Street (Hale Lumber))

Addendum to the 2035 General Plan Final Environmental Impact Report and 2009 Morgan Hill Downtown Specific Plan Final Environmental Impact Report

Morgan Hill Hale Lumber Land Exchange Project

CITY OF MORGAN HILL

August 2018

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

ADDENDUM TO THE 2009 DOWNTOWN SPECIFIC PLAN FINAL ENVIRONMENTAL IMPACT REPORT FOR THE MORGAN HILL HALE LUMBER LAND EXCHANGE PROJECT

August 2018

1.0 BACKGROUND INFORMATION

In November 2009, the City of Morgan Hill adopted the Morgan Hill Downtown Specific Plan, which provides strategies for achieving the community's vision of redevelopment in the Downtown area outlined in the City-adopted 2030 General Plan. The Morgan Hill Downtown Specific Plan outlines policies and design guidelines that promote redevelopment in the 20 Blocks addressed by the Specific Plan. The *Final Master Environmental Impact Report for the Morgan Hill Downtown Specific Plan* (Downtown Specific Plan FEIR), certified in November 2009, in conformance with California Environmental Quality Act (CEQA) Guidelines Section 15175(a), identifies the impacts of the Downtown Specific Plan in order to streamline the later environmental review of projects and approvals required to implement the Specific Plan. The intent was for the Downtown Specific Plan FEIR to be a program-level document from which subsequent development consistent with the Specific Plan could tier from (in conformance with CEQA Guidelines Section 15176(d)).

The Downtown Specific Plan provides development projections for Blocks 1-20 for years 2015 and 2030. The purpose of the development projections is to identify the likely development that might reasonably be assumed to occur by the 2015 and 2030 timeframes in order to provide CEQA clearance for future projects developed consistent with the Specific Plan. The Specific Plan supports the development of a mix of residential and commercial uses within the Morgan Hill Downtown boundary along with other associated improvements such as the realignment of Depot Street to Church Street through the Community and Cultural Center Parking lot.

The City of Morgan Hill is the Lead Agency under CEQA and has prepared this Addendum to address the impacts of implementing the currently proposed project. This Addendum is being prepared to conform to the requirements of the CEQA, the CEQA Guidelines (California Code of Regulations §15000 et.seq.) and the regulations and policies of the City of Morgan Hill. The Addendum evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project. The proposed project is consistent with the development assumptions in the Downtown Specific Plan. As discussed in the following analysis, the proposed project is within the Downtown area, consistent with the development assumptions in the Downtown Specific Plan and related FEIR, and no new significant impacts, nor a substantial increase in the severity of previously identified impacts, are expected to occur from the implementation of the proposed project, therefore this Addendum has been prepared in conformance with CEQA.

2.0 PURPOSE OF ADDENDUM

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusion in the environmental document.

The CEQA Guidelines §15162 state that when an EIR has been certified, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete shows any of the following:
   a. The project will have one or more significant effects not discussed in the previous EIR;
   b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
   c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
   d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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

The purpose of this Addendum is to provide a program-level CEQA analysis of the proposed project, as part of the adopted 2009 Downtown Specific Plan EIR.

This Addendum will not be circulated for public review, but will be attached to the Downtown Specific Plan FEIR, pursuant to CEQA Guidelines §15164(c). All documents referenced in this Initial Study/Addendum are available for public review in the Community Development Department at the City of Morgan Hill during normal business hours.

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

3.0 PROJECT INFORMATION

3.1 Project Title

Morgan Hill Hale Lumber Land Exchange Project, General Plan Amendment No. GPA2018-0005, Zoning Amendment No. ZA2018-0004, Disposition Development Agreement File No. DA2018-0005

3.2 Project Location

The project site (APNs 726-13-049 and -052) is located within Blocks 6 and 8 of the Morgan Hill Downtown Specific Plan area. The project site is adjacent to the Union Pacific Railroad (UPRR) tracks to the east, the surface parking lot and public park to the north, East Dunne Avenue to the south, East Fifth Street and single-family residences to the west and northwest, and the Morgan Hill Community and Cultural Center and residences located to the west and southwest. The regional map, vicinity map, and aerial photograph and surrounding land uses are shown in Figures 1, 2 and 3 respectively.

3.3 Lead Agency Contact

Tiffany Brown, Associate Planner
City of Morgan Hill
Community Development Agency
17575 Peak Avenue
Morgan Hill, CA 95037
Phone: (408) 310-4655
Email: Tiffany.Brown@morganhill.ca.gov

3.4 Assessor's Parcel Numbers

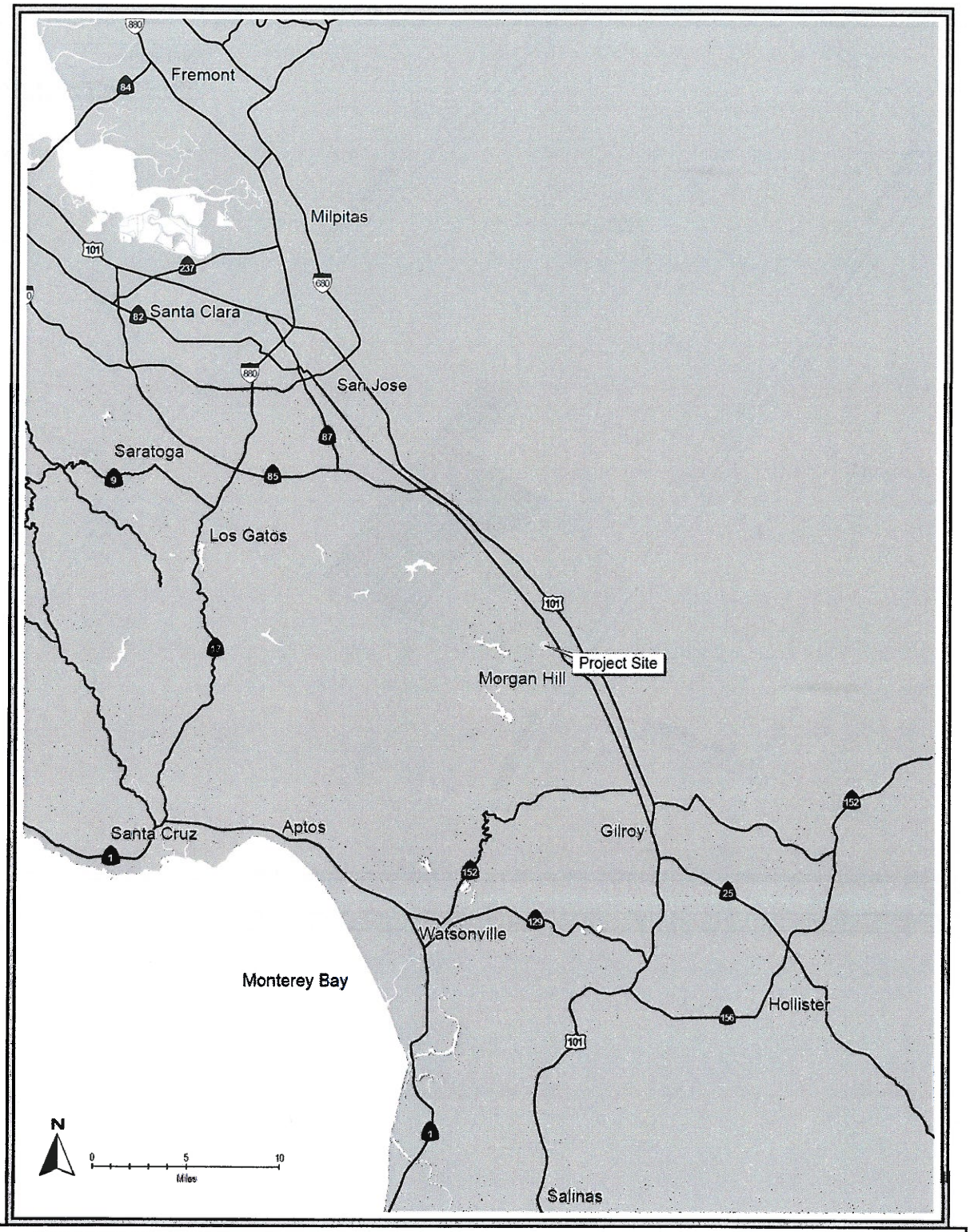
APNs 726-13-049 and -052

3.5 General Plan Land use and Zoning District

General Plan Land Use Designation:	Mixed Use and Public Facility
Zoning District:	Downtown Mixed Use (MU-D, no maximum residential density) and Public Facilities District
Specific Plan:	Downtown Specific Plan

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

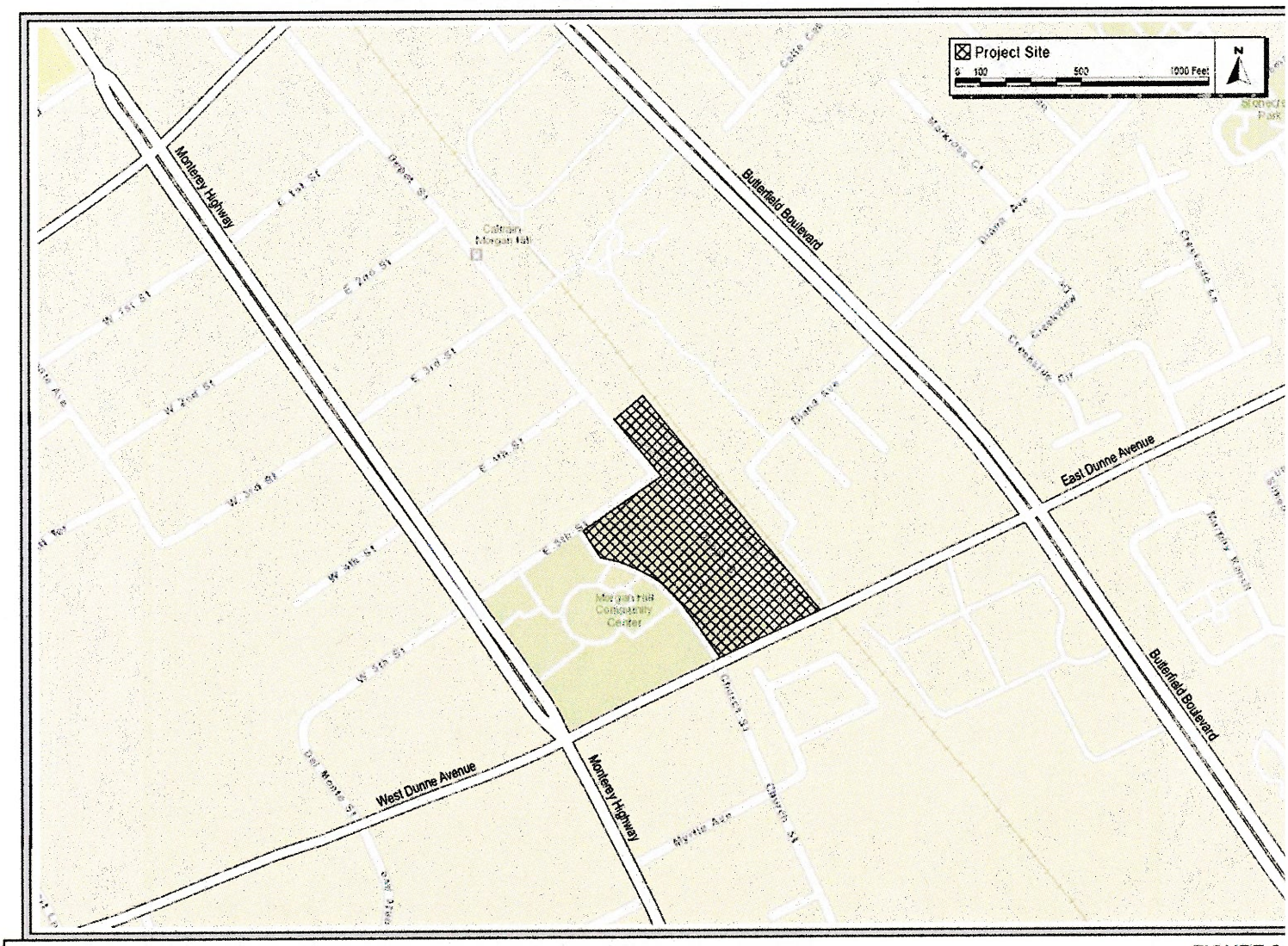
Figure 1 Regional Map



REGIONAL MAP FIGURE 1

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

Figure 2 Vicinity Map



VICINITY MAP FIGURE 2

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

Figure 3 Aerial Photograph and Surrounding Land Uses

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES FIGURE 3

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

3.6 Project-Related Approvals, Agreements, and Permits

The project would require the City to approve a land transaction with an adjacent private property owner with a General Plan Amendment and Zoning Amendment to amend the maps to support the Depot Street realignment.

Each of the project components related to this land transaction (future mixed-use development and realigned Depot Street right-of-way, and parking lot improvements) will undergo separate project-level environmental review prior to the City taking an action committing to their respective implementation, or in the case of the mixed-use development, prior to issuance of entitlements.

3.7 Habitat Plan Land Use Designation

Private Development Areas:	Urban Development Equal to or Greater Than 2 Acres Covered
Land Cover:	Urban - Suburban
Land Cover Fee Zone:	Urban Areas (No Land Cover Fee)
Burrowing Owl Survey and Fee Zone:	N/A

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

4.0 PROJECT DESCRIPTION

4.1 Project Overview

This Addendum provides program-level CEQA analysis for a General Plan Amendment and Zoning Amendment for the proposed land transaction between the City and the adjacent private property owner, to allow for the transfer of approximately .29 acres of land currently occupied by Depot Street lot located in Downtown Morgan Hill. Once the land transaction is complete, a mixed-use development project of approximately 48 townhome style attached residential units with approximate 3,000 square foot office space with condos above would be built on the enlarged parcel, the Depot Street right-of-way would be relocated approximately 230 feet west of its current alignment to form the northern leg of the existing East Dunne Avenue and Church Street signalized intersection as consistent with the Morgan Hill General Plan Policy TR-3.15 and Downtown Specific Plan Chapter 7, Transportation Projections and Improvements, and improvements to the community center surface lot would be constructed to insure no net loss of parking spaces. (See Figure 6).

4.1.1 Environmental Setting

The mixed-use project site (APNs 726-13-049, and -052) on the current Hale Lumber site and the Depot Street right-of-way is approximately 2.29 acres. Depot Street will be realigned through the Community and Cultural Center parking lot. (See Figure 5). The project site is adjacent to the Union Pacific Railroad (UPRR) tracks to the east, the Caltrain surface parking lot to the north, East Dunne Avenue to the south, East Fifth Street and single-family residences to the northwest, and the Morgan Hill Community and Cultural Center and residences located to the west and southwest.

The two parcels (APNs 726-13-049 and -052) that constitute the project site is a developed property with a warehouse and lumber yard.

4.2 Project Description

4.2.1 Land Transaction, General Plan Amendment, and Zoning Amendment

The specific project addressed within this Addendum includes a land transaction between the City and an adjacent private party to convey land area currently devoted to Depot Street right-of-way to provide additional land area for a future mixed-use development project of approximately 48 three-story attached townhome style units, an approximate 3,000 square foot office space with condos above, and the realignment of Depot Street (which would transect the Community and Cultural Center parking lot to form an intersection with Church Street). The realignment of Depot Street includes this General Plan Amendment and Zoning amendment to assign the Mix Use Downtown designation to the vacated portion of Depot Street and increase the Mixed Use Downtown (zoning designation currently applied to the Hale Lumber site) by approximately .29 acres.

The project site is within Block 6 and 8 of the Specific Plan area (See Figure 4). The Morgan Hill Community and Cultural Center is located on Block 6 which consists of buildings, landscaping and surface parking spaces. Block 8 is currently developed with a warehouse and lumber yard which is

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

separated from existing residential uses by Depot Street. A project-level analysis of future development for the attached three story townhome style units with 3,000 square feet of office with condos project, and the realignment of Depot Street we be completed as more detail becomes available about each prior to the City taking actions to commit to each component's respective implementation, in accordance with CEQA and City standards.

4.2.2 Reasonably Foreseeable Future Indirect Environmental Changes

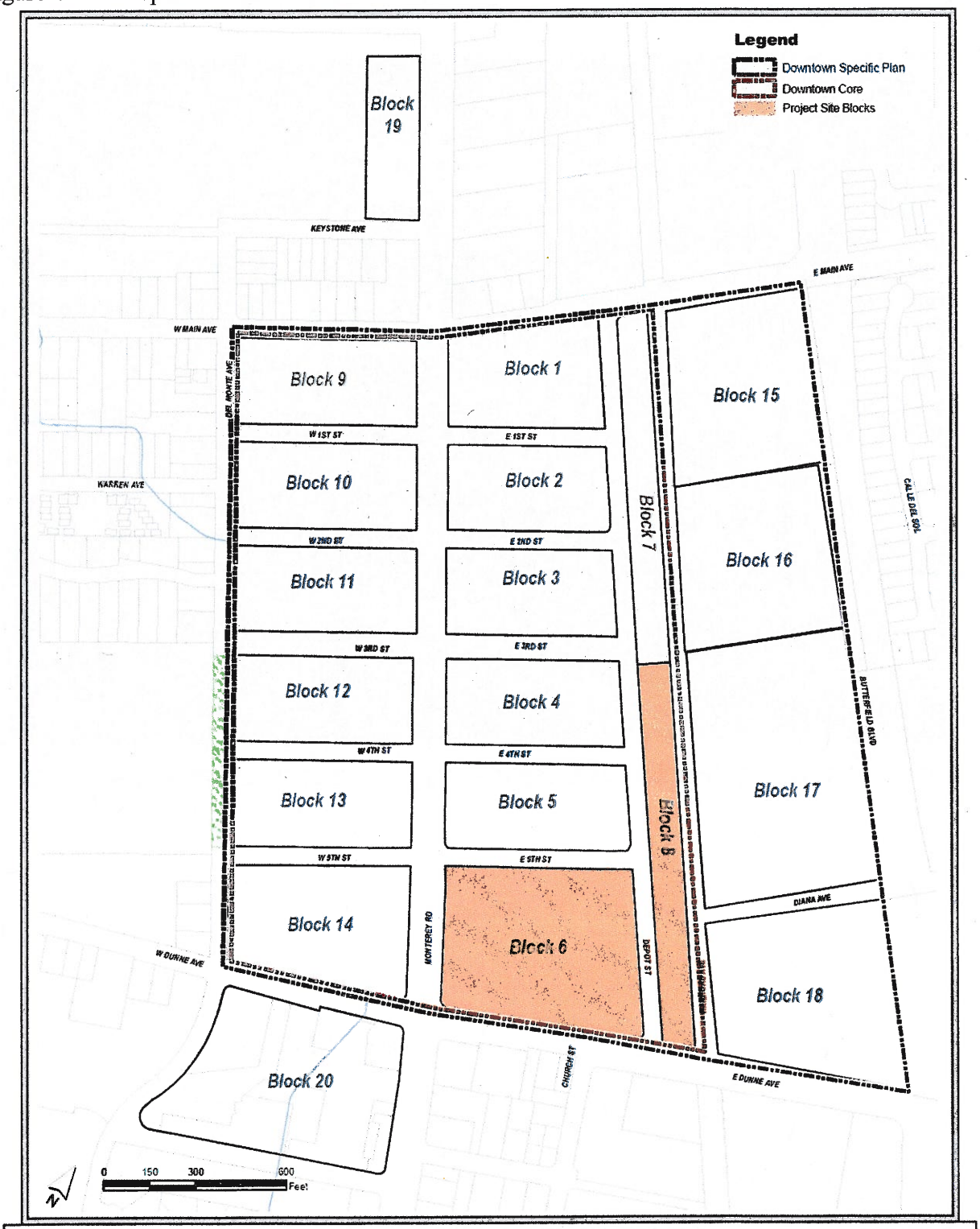
This land transaction will be the first step to provide additional land area for a future mixed use project of approximately 48 attached residential townhome style units with 3,000 square feet of office space and condos above that would occur on the Hale Lumber site and the .29 acres of Depot Street adjacent to the site. In addition, the existing Depot Street will be relocated west within the Morgan Hill Community and Cultural Center surface parking lot and connect to East Dunne Avenue at the Church Street intersection to form the fourth leg, and the parking spaces lost from incursion of Depot Street will be recouped through surface parking enhancements and constructing new surface parking within existing landscaped area of the Community and Cultural Center parking lot.

The Downtown Specific Plan FEIR previously evaluated the project sites on either side of Depot Street as potential locations for residential development and a parking structure, respectively. The proposed Depot Street realignment was disclosed as an alternative roadway improvement to enhance circulation within downtown and allow for the potential implementation of a grade separation at the UPRR crossing in Downtown Specific Plan FEIR and the Morgan Hill Circulation Element EIR. Therefore, the proposed project is consistent with the development assumptions disclosed in the 2009 Morgan Hill Downtown Specific Plan and Downtown Specific Plan FEIR.

There are no specific development plans currently proposed that permit evaluation of the project-level impacts of the realignment of Depot Street and the mixed-use development on the Hale Lumber site after expansion from the land transaction. Therefore, the land transaction involving realignment of Depot Street and the mixed-use project will undergo a subdivision map with design review (RDCS submittal with associated development agreement for the residential portion of the project) and a project-level environmental review in accordance with CEQA and City standards, once sufficient detail becomes available and prior to their implementation. The only action currently to be taken by the Morgan Hill City Council is the proposed land transaction, and this Addendum is focused on the reasonably foreseeable indirect future environmental changes that could result from the proposed land transaction. Project-level environmental review will be completed prior to any City actions to approve the mixed-use development project on Hale Lumber site, to realign and construct Depot Street, and construct associated enhancements to the community center surface parking lot.

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

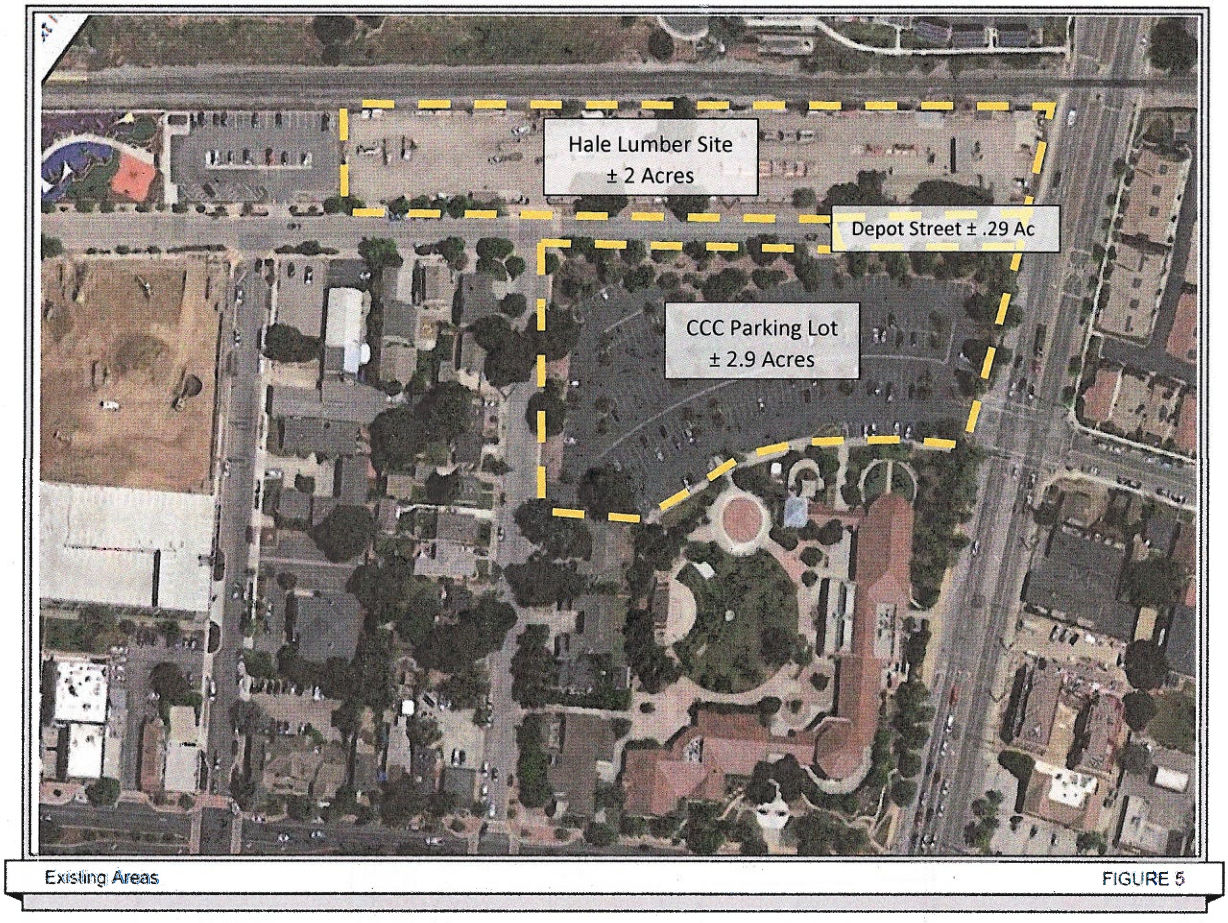
Figure 4 Specific Plan Blocks



SPECIFIC PLAN BLOCKS CORRESPONDING TO THE PROPOSED PROJECT FIGURE 4

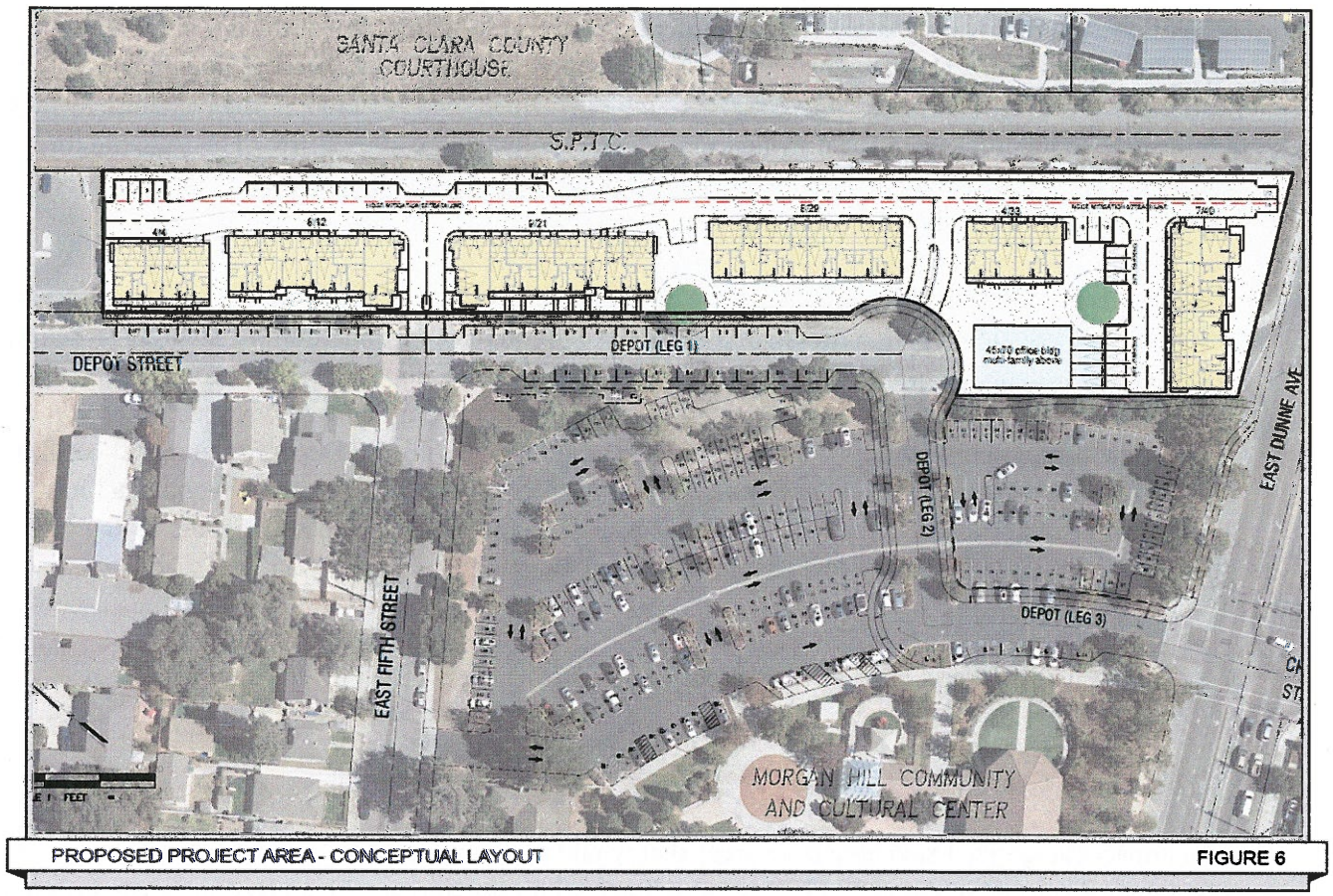
Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

Figure 5 Existing Areas



Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

Figure 6 Proposed project Areas – Conceptual Layout



Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

5.0 ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE PROJECT

The discussion below describes the environmental impacts of the modified project (i.e. implementation of the Downtown Specific Plan development program that would now include future realignment of Depot Street west to connect to the East Dunne Ave./Church St. intersection), as they compare with the impacts of the previously evaluated project in the 2009 FEIR. This Addendum only addresses those resource areas that would be potentially negatively affected by the proposed changes to the previously evaluated project.

The reasonably foreseeable indirect negative environmental effects of the proposed land transaction are primarily associated with a future mixed-use development on the Hale Lumber site (construction and ongoing occupancy of residences), and the realignment of Depot Street (street construction and ongoing vehicular travel). The revisions to the project (i.e. the overall Downtown Specific Plan development program would now be implemented assuming a realigned Depot Street and expanded Block 8 mixed use parcel) would have no effect on the following resource areas beyond what has been previously disclosed in the 2009 FEIR because these impact areas are not affected by the foreseeable future indirect physical changes resulting from the land transaction:

- Aesthetics
- Agricultural and Forestry Resources
- Historic Resources
- Geology and Soils
- Land Use
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities

The impact categories listed above are areas that would not be affected beyond what has been previously disclosed in the 2009 FEIR because the land transaction would not lead to an expansion of the boundaries of the Downtown Specific Plan, nor involve enough increase in the amount of development included in the Downtown Specific Plan that would induce unplanned population growth nor displace existing housing, nor place additional new burdens on public services, recreation facilities, and utilities and service systems beyond what was disclosed in the 2009 FEIR. Additionally, the land transaction would not involve lands that were identified as sensitive for aesthetics, agricultural and forestry resources, historic resources, geologic hazards, and mineral resources. Impacts in these areas, therefore, would be consistent with those disclosed in the 2009 FEIR, and no further discussion is warranted.

The revised project (i.e. the overall Downtown Specific Plan development program would now be implemented assuming a realigned Depot Street and expanded Block 8 mixed use parcel) would entail future mixed-use development on the Hale Lumber site after expansion from the land transaction that the realignment of Depot Street. This Addendum, therefore, evaluates the impacts of the revised Downtown Specific Plan project in regards to the following environmental issues:

- Air Quality
- Biological Resources
- Archaeological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

5.0.1 Direct vs. Indirect Effects

There will be no direct environmental changes that would result from the land transaction between the City of Morgan Hill and private property owner, but it is foreseeable the land transaction would indirectly lead to future physical changes to the environment given the City would at a later time, once more detail was available for each, take action on the following components that would lead to physical changes to the environment:

- Expansion of Hale Lumber site located in Block 8 into existing Depot Street right-of-way resulting in a total of approximately 2.29 acres of residential development with 3,000 square feet of office (APNs 726-13-049 and -052) to facilitate a future mixed use project of approximately 48 units.

- Realignment of Depot Street 230 feet west to run through the existing Morgan Hill Community and Cultural Center parking lot and ultimately become the fourth leg of the existing East Dunne Avenue and Church Street intersection. The 2009 Downtown Specific Plan FEIR evaluated modifications to Depot Street to plan for future grade separation of East Dunne Ave with the UPRR railroad tracks in which it was anticipated Depot Street would terminate if not realigned prior to reaching newly grade-separated East Dunne Avenue. Although discussed in the 2009 Downtown Specific Plan FIER, the alignment for Depot Street (which is the current proposed land transaction) was not evaluated in the 2009 EIR by creating a new connection at the East Dunne Ave/Church St. intersection.

5.1 AIR QUALITY

Downtown Specific Plan FEIR – Air Quality Conclusions

The air quality analysis in the Downtown FEIR found that build-out of the Specific Plan would result in significant unavoidable increases in emissions of reactive organic gases (ROG) and coarse particulate matter (PM10). Impacts to nearby receptors and to local air quality from construction and demolition were also found to be significant, however mitigation measures were included to reduce construction-related impacts to a less than significant level. The Specific Plan was found consistent with the Bay Area Clean Air Plan, and no violations of carbon monoxide standards were expected from build-out of the Plan Area. Impacts to future residents of the Specific Plan area from existing sources of toxic air contaminants (TACs) as well as impacts to nearby sensitive receptors from construction-related TACs were found to be less than significant.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development – The foreseeable future development of approximately 48 units and 3,000 square feet of office is consistent with the development assumptions in the Downtown Specific Plan and, therefore, is consistent with the development and population growth projections that were evaluated in the Downtown Specific Plan FEIR. The FEIR found that development under the Specific Plan would be consistent with the Bay Area Clean Air Plan because it would place

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

housing near transit and would be consistent with the City of Morgan Hill's Residential Development Control System (RDCS) population cap. The proposed project is consistent with the Specific Plan and therefore is consistent with the Bay Area Clean Air Plan. The foreseeable future development is consistent with the Specific Plan designation for the site and with the vehicle trip generation forecasts made for it, and would not result in new or greater carbon monoxide impacts than previously evaluated for the site. Therefore, the foreseeable future residential project would have a less than significant impact on local air quality.

Since the certification of the 2009 Downtown FEIR, the BAAQMD updated the thresholds of significance for air quality impacts. Table 5.1-1 below shows the current BAAQMD thresholds. The updated thresholds of significance lowered the significance thresholds for ROG, NOx, and PM2.5, but slightly increased (i.e. relaxed) the emission standard for PM10. Comparing the emissions predicted in the FEIR to the current thresholds of significance, the conclusions of the FEIR remain the same: build-out of the Specific Plan would result in significant unavoidable impacts from emissions of criteria pollutants above the BAAQMD thresholds.

Table 5.1-1 Thresholds of Significance for Air Quality Impacts

Pollutant	Operation-Related	
	Average Daily Emissions (pounds/day)	Maximum Annual Emissions (tons/year)
ROG, NO_x	54	10
PM_{10}	82	15
$PM_{2.5}$	54	10
Fugitive Dust (PM_{10}/$PM_{2.5}$)	None	None
Risk and Hazards for New Sources and Receptors (Project)	• Increased cancer risk of >10.0 in one million • Increased non-cancer risk of > 1.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.3 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	
Risk and Hazards for New Sources and Receptors (Cumulative)	• Increased cancer risk of >100 in one million • Increased non-cancer risk of > 10.0 Hazard Index (chronic or acute) • Ambient $PM_{2.5}$ increase: > 0.8 μ/m^3 [Zone of influence: 1,000-foot radius from property line of source or receptor]	

Sources: *BAAQMD Thresholds Options and Justification Report (2009)* and *BAAQMD CEQA Air Quality Guidelines* (dated May 2011).

Since the foreseeable future project assuming approximately 48 units is below the construction and operational screening size for criteria air pollutants (451 dwelling units for operations and 240 dwelling units for construction of condo/townhouses), the future housing alone would not result in significant criteria air pollutant emissions. The future housing would contribute, however, to the significant unavoidable cumulative criteria pollutant air quality impacts identified for development of

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

the Plan Area in the Downtown Specific Plan EIR. The future housing would implement the mitigation measures from the 2009 DEIR (MM AQ-1 and AQ-2), as conditions of project approval.

Since the future mixed-use development and roadway realignment project would be constructed in close proximity to residences and require the use of various diesel-powered equipment, construction-related activities could adversely expose receptors to TACs. New sensitive receptors are proposed near the Union Pacific Railroad (UPRR) and within the vicinity of stationary sources of toxic air contaminants. Impacts to new sensitive receptors at the enlarged Block 8 mixed-use site from activities along the UPRR will be evaluated prior to City Council approval to ensure the emissions will not pose a hazard or risk to sensitive receptors. Appropriate setbacks between sources of air pollution or mitigation measures will be assessed using guidance provided by the BAAQMD and the California Air Resources Board.

In addition to emitting TACs, demolition, grading, and construction activities also emit fugitive dust and particulate matter. Given the proximity of sensitive receptors, dust emissions during construction could result in significant impacts. Implementation of 2009 FEIR mitigation measures MM AQ-4.1 through MM AQ-4.7 would reduce potential fugitive dust impacts to a less than significant level. The proposed residential development would not be a source of new odors in the area.

Realigned Depot Street - The proposed land transaction will lead to the realignment of Depot Street by transecting the Community and Cultural Center parking lot to form an intersection with Church Street/E. Dunne Avenue. The realignment of Depot Street was disclosed as a potential alternative roadway improvement in the Downtown Specific Plan and Circulation Element EIRs. Construction activities including demolition, grading and paving would generate air pollutant emissions. Implementation of 2009 FEIR mitigation measures MM AQ-4.1 through MM AQ-4.7 as discussed above would reduce the impacts to a less than significant level. The 2009 FEIR found that vehicular traffic under alternate roadway conditions would not cause any new violations of the eight-hour standards for carbon monoxide and, therefore, would not significantly increase carbon monoxide concentrations. The realignment of Depot Street would not be a major source of TACs or odors in the area.

5.2 BIOLOGICAL RESOURCES

Downtown Specific Plan FEIR – Biological Resources Conclusions

The Downtown Specific Plan FEIR concluded that due to the highly urbanized nature of the Specific Plan area, development under the Specific Plan would not result in impacts to special-status plant and wildlife species, with the exception of raptors (birds of prey) that could use the trees in the area for nesting. Implementation of mitigation measures (such as pre-construction nesting surveys) would reduce the impacts of development on raptors to a less than significant level. There are no sensitive habitats in the Downtown Specific Plan area, including areas of high biological diversity, areas providing important wildlife habitat, or unusual or regionally restricted habitat types.

Based on the FEIR, the Specific Plan area contains a few underutilized parcels (portions of Block 8) which could provide habitat for Burrowing Owls. Burrowing owls typically dwell in open grassland habitats. The project site is not considered owl habitat, due to the urban development in the area and

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lack of suitable habitat. If a burrowing owl were to nest on the ruderal portion of the site which currently consists of non-native grasses, prior to the onset of construction, however, project construction activities could lead to the abandonment of active nests or direct mortality of these birds. Given the developed nature of parcels in Downtown Morgan Hill, such an event is considered highly unlikely. Nonetheless, if burrowing owl nests are identified on the project site, the Standard Measures SM BIO-1, SM BIO-2 and SM BIO-3 outlined in the 2009 Specific Plan FEIR will be implemented to avoid direct impacts to burrowing owls and to offset impacts to their habitat.

Several large, mature indigenous oak trees are found on the project site. The City of Morgan Hill Municipal Code (Chapter 12.32) Significant Tree Removal Ordinance regulates the removal of trees in the City. An arborist report was prepared and peer reviewed by another arborist. Prior to planning entitlements for the mixed use project, the site design will take the arborist report into account including the construction protection for trees that will remain. Any trees to be removed will follow the City's Tree Removal Ordinance.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development – The development site is approximately 2.29 acres of relatively flat land and is located within the Santa Clara Valley Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) area. Under the HCP/NCCP, which was adopted after preparation of the FEIR and adoption of the Downtown Specific Plan, the proposed residential development is considered a 'covered activity' occurring in an Urban Development/Private Development Area. The HCP/NCCP has classified the land cover type as "Urban Parks and Urban/Suburban. The Downtown area is not within a planned Priority Reserve Area or within an Urban Reserve System Interface Zone.

As stated in the Specific Plan FEIR, due to the highly urbanized nature of the project area, proposed development would not result in impacts to special-status plant and wildlife species, with the exception of raptors (birds of prey) that could use the trees and vacant sites in the Specific Plan area for nesting. Implementation of mitigation measures 2009 FEIR mitigation measures BIO -1.1 and 1.2 would reduce impacts to tree-nesting raptors to a less than significant level.

Mature trees are located on various parcels throughout the Specific Plan project area. The City of Morgan Hill Municipal Code (Chapter 12.32) Significant Tree Removal Ordinance regulates the removal of trees in the City. The future project-level analysis will describe the health and condition of all trees on the project site, including street trees that could be affected by proposed construction. To fulfil downtown FEIR mitigation measure SM BIO-4, this description will be based on a tree survey that will be completed by a certified arborist for the project. The project-level analysis will also describe the existing habitat on the project site and any CEQA biological impacts based on the project plans. Mitigation measures for significant biological resource impacts will be identified, as appropriate.

Realigned Depot Street – As discussed above, under the HCP/NCCP the proposed realigned Depot street project component is a covered activity occurring in an Urban Development/Private Development Area. As the Depot Street right-of-way is being realigned in a fully developed urban

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area, no biological resources are expected to be impacted by the proposed project component. Some trees could be removed and their impacts will be studied at a project-level before the City Council approves the specific realigned roadway design.
To ensure that the project (including the realigned Depot Street and private mixed use development components) complies with conditions of the HCP/NCCP, the conditions will be applied to each component as part of the entitlement approval conditions and/or other permits (i.e. grading permits, building permits, etc.).

5.3 ARCHAEOLOGICAL RESOURCES

Downtown Specific Plan FEIR - Cultural Resources Conclusions

As described in the Downtown Specific Plan FEIR, with the implementation of standard measures, development under the Downtown Specific Plan would not result in significant impacts to buried materials, including archaeological and paleontological resources, or historic resources.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development with Realigned Depot Street - Based on a historic resource assessment completed for the Downtown Specific Plan EIR by *Circa* in 2008, none of the structures on the project site, or adjacent to the site, are designated as historic or cultural resources nor are they eligible for listing on the National Register of Historic Places, California Register of Historical Resources, or local listing. No new historic resources have been documented in the project area since the 2008 *Circa* assessment was prepared.

Given that the proposed residential and office development would not likely require excavation five feet below ground surface, paleontological resources would not likely be discovered during construction. The project would, therefore, not result in a significant impact to paleontological resources.

Consistent with the conclusions in the Downtown Specific Plan FEIR and the City's Archaeological Sensitivity Map, a portion of the project site is in an archaeologically sensitive area. In accordance with Standard Measure CULT-2 identified in the Downtown Specific Plan EIR, the applicant will contract an archaeologist to be present on-site to monitor all ground-disturbing activities. The project-level environmental review will include mitigation measures and/or standard conditions of approval that will reduce any significant cultural resources to a less than significant level.

5.4 GREENHOUSE GAS EMISSIONS

Downtown Specific Plan FEIR - Greenhouse Gas Emissions Conclusions

Greenhouse gas emissions are discussed in the Section 5.2.5, *Cumulative Global Climate Change Impacts* of the Downtown Specific Plan FEIR. Implementation of air quality and energy mitigation and avoidance measures would reduce greenhouse gas emissions impacts from buildout of the Specific Plan to a less than significant level.

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Since the approval of the Downtown Specific Plan FEIR, the Bay Area Air Quality Management District adopted The Bay Area 2010 Clean Air Plan (an update to the Clean Air Plan adopted in 2000 that was discussed in the Downtown Specific Plan FEIR) which is a multi-pollutant plan prepared that addresses GHG emissions along with other air emissions in the San Francisco Bay Area Air Basin. The current CAP also includes performance objectives, consistent with the State's climate protection goals under AB 32 and SB 375, designed to reduce emissions of GHGs to 1990 levels by 2020 and 40 percent below 1990 levels by 2035.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development – The proposed development would allow development of vacant lumber land to a more intense uses (dwelling units, new building area, etc.). The primary sources of greenhouse gas emissions from implementation of the proposed project are anticipated to be from the generation of electricity (i.e., for lighting, cooling, pumping water), demolition activities and vehicle trips. A small amount of GHG emissions are generated by the breakdown of solid waste from the sites.

The project site is located in an urbanized location, within close distance of construction supplies and equipment, which will help minimize greenhouse gas emissions generated from transport of construction materials and waste. There is no reliable method to estimate construction-related emissions associated with the manufacturing of project materials. Neither the City of Morgan Hill nor the BAAQMD have quantified thresholds for construction activities, and given that the project site is in an urban setting close to construction supplies and equipment, manufacture and construction of the projects will not contribute substantially to greenhouse gas emissions.

GHG (e.g., carbon dioxide, methane, and nitrogen dioxide) from operation of the project will include electricity and natural gas used by residents of the site, and fuel burned for transportation to and from the site. Indirect emissions will include utility usage by building residents for water conveyance, wastewater treatment, and solid waste disposal. Based on BAAQMD GHG screening guidelines for the operation of new developments, the future approximately 48-unit townhome development with 3,000 square foot of office is expected to be below the operational screening size (78 dwelling units) for new condo/townhome developments and office. The future residential project would not likely, therefore, warrant a project-level GHG assessment. The future residential project, however, would be required to implement several mitigation and avoidance measures adopted in the Downtown FEIR to reduce greenhouse gas emissions from transportation, building, and/or solid waste.

Realigned Depot Street –GHG emissions primarily result from demolition activities and vehicle trips. The proposed realigned Depot Street would accommodate the mixed-use development that was assumed in the Downtown Specific Plan and would not cause an increase in emissions beyond what was disclosed in the Downtown FEIR.

5.5 HAZARDS AND HAZARDOUS MATERIALS

Downtown Specific Plan FEIR – Hazards and Hazardous Materials Conclusions

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Many of the existing and past businesses located in the downtown area use, store, and dispose of hazardous materials. There is one site in Block 6 that was identified in the Downtown FEIR as a known contaminated site. The site is located at 17090 Monterey Road and its status is closed as of January 5, 1998. The Union Pacific Railroad (UPRR) right-of-way runs between properties fronting on Depot Street. Soils on Block 8 near the railroad tracks may be contaminated with chemicals that were historically used for dust suppression and weed control along rail lines. Based on the Downtown FEIR findings, soil and/or groundwater in the project area may be contaminated by hazardous materials that could be disturbed, exposed, or released due to development and redevelopment in the project area.

The Downtown Specific Plan FEIR concluded that with the implementation of mitigation measures MM HM-1.1 through MM HM-1.4 for soil and/or groundwater contamination disclosed in the EIR, development under the Specific Plan would have a less than significant impact on the public or environment. With implementation of standard measures SM HM-1 through SM HM-4 to reduce impacts of hazardous building materials, development under the Specific Plan would have a less than significant impact on construction workers and the public.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development with Realigned Depot Street - The future residential and office development would routinely use limited amounts of cleaning materials and would not generate substantial hazardous emissions or accidental chemical releases from hazardous materials use, storage, or transport. As applicable, current regulations and programs for regulated hazardous materials use would reduce impacts to a less than significant level.

Mitigation measures (MM HM-1.1 and MM HM-1.2) from the Downtown FEIR state that Phase I Environmental Site Assessments shall be required for all properties proposed for redevelopment with residential uses where previous uses including industrial, commercial or agricultural use that could have led to soil and/or groundwater contamination. The mitigation measures also state that a Phase II Environmental Site Assessment, which identifies specific remediation measures required to ensure the site is suitable for residential development, and remedial action shall be completed, if warranted. Based on this, the future residential and office project project-level environmental review will include a project-level Phase I ESA and Phase II, if required, to document current site conditions and any necessary remediation to prepare the property for residential use.

Due to the age of the structures in the Specific Plan area, the existing structures may contain asbestos and lead-based paint, including the structure on the Hale Lumber site. Standard Measures (SM HM-1 – SM HM-4) outlined in the Downtown FEIR would reduce exposure of hazardous building materials to a less than significant level. The standard measures are in accordance with standards for California Occupation Safety and Health Administration (Cal/OSHA), U.S. OSHA, and BAAQMD standards; as well as U.S. EPA's National Emission Standards for Hazardous Air Pollutants (NESHAPs) for removing ACMs and lead-based paint prior to demolition.

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The project site is not located within two miles of a public airport, nor is it on one of the City's designated evacuation routes. Based on Specific Plan FEIR findings, the Specific Plan project area is not located within a very high fire hazard severity zone.

5.6 HYDROLOGY AND WATER QUALITY

Downtown Specific Plan FEIR – Hydrology and Water Quality Conclusions

With the implementation of standard measures, the Downtown Specific Plan EIR concluded that development under the Specific Plan would not increase stormwater runoff and would not exceed the capacity of planned stormwater drainage facilities. Development under the Specific Plan would result in less than significant flooding, water quality, and groundwater supply impacts.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development –The project site consists of impervious and pervious surfaces (unpaved surfaces). The land use changes and development proposed by the foreseeable development on the Hale Lumber site would result in an increase in impervious surfaces in the project area and stormwater runoff within the Specific Plan area. Implementation of standard measures from the Downtown FEIR, SM HYDRO-1 to SM HYDRO-4, would ensure that construction of the proposed development would not increase more stormwater runoff than allowed for in the Specific Plan and would not exceed the capacity of planned stormwater drainage facilities.

Construction activities temporarily increase the amount of debris on-site and grading activities, which could increase pollutant loads of eroded material in stormwater runoff. There are no waterways on or adjacent to the project site; therefore, the impacts of increased pollutant loads in stormwater runoff on local waterways should be minimal. Compared to existing conditions, vehicle use and human activity would increase with the future residential and office development and, as a result, the amount of pollution carried by runoff could increase. Stormwater from urban uses contains metals, pesticides, herbicides, and other contaminants such as oil, grease, lead, and animal waste. Runoff from the future development may contain oil and grease from parked vehicles, as well as sediment and chemicals (i.e., fertilizers, pesticides, etc.) from the landscaped areas or new roof areas. Implementation of the standard measures, SM HYDRO-7 and SM HYDRO-8 (from the Downtown FEIR), would ensure that construction of the proposed development would result in less than significant water quality impacts.

As disclosed in the Downtown Specific Plan EIR, a portion of the project site is located in a 100-year flood zone based on the Federal Emergency Management Agency's Flood Insurance Rate Map. Implementation of standard measures, SM HYDRO-5 and SM HYDRO-6 from the Downtown FEIR, would ensure flooding impacts to future development would be less than significant.

Groundwater beneath the project sites is likely present at depths of approximately 20 to 40 feet bgs. The future development is likely to include excavation of approximately five feet bgs. Based on this assumption, the groundwater would be deep enough such that the future construction would not interfere with groundwater flow or expose any aquifers.

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The future development project-level analysis will describe existing runoff, runoff under project conditions, and proposed stormwater detention structures and flood protection measures based available information. The future residences and office space must comply with Morgan Hill Municipal Code Chapter 18.42, the Flood Damage Prevention Ordinance, which requires new residential construction to elevate habitable spaces one foot above anticipated flood levels and non-residential construction to be flood-proofed, and subgrade floors to withstand hydrostatic flood forces. Mitigation measures will be described for significant hydrology and/or water quality impacts, as appropriate, at the time of project-level environmental review.

Realigned Depot Street - The circulation and infrastructure improvements proposed by the Realigned Depot Street project component would occur primarily on existing impervious surfaces and therefore would not increase the stormwater runoff within the area. Construction activities temporarily increase the amount of debris on-site and grading activities, which could increase pollutant loads of eroded material in stormwater runoff. There are no waterways on or adjacent to the project site; therefore, the impacts of increased pollutant loads in stormwater runoff on local waterways should be minimal. Implementation of the standard measures, SM HYDRO-7 and SM HYDRO-8 from the Downtown FEIR, would ensure that construction of the proposed development would result in less than significant water quality impacts.

5.7 NOISE AND VIBRATION

Downtown Specific Plan FEIR – Noise and Vibration Conclusions

The 2009 Downtown FEIR found that noise levels from traffic and the railroad would exceed the City of Morgan Hill's interior and exterior noise standards for residential uses allowed under the Specific Plan, resulting in significant and unavoidable impacts despite the incorporation of mitigation measures. The FEIR also found significant unavoidable impacts related to construction noise because construction activities, although mitigated with noise control measures, could impact noise-sensitive receptors for more than one year. All other noise and vibration-related impacts were found to be either less than significant or less than significant after the incorporation of mitigation measures.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development - The biggest noise sources in the project area are the Caltrain/UPRR tracks and vehicle traffic on Monterey Road, Dunne Avenue, and Depot Street. Construction activities can generate high noise levels, especially during demolition, excavation, and foundation construction when heavy equipment is used. Implementation of standard measures (SM NOI-1 through SM NOI-7) will reduce potential construction related noise impacts to nearby sensitive receptors. The proposed residential and office development would not generate substantially more noise in operation than the other surrounding commercial and residential developments do. The main source of noise associated with the development in operation would be vehicle traffic. The Downtown Specific Plan FEIR calculated the growth of traffic volumes with build-out of the Specific Plan as well as the associated noise increases. Traffic noise levels along major routes are anticipated to increase by one to two dBA Ldn by 2030, which was found to be a less than significant impact. The proposed residential development is consistent with the Specific

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Plan assumptions and would not increase traffic (and the associated noise) above the volumes estimated in the Downtown Specific Plan FEIR.

Pavement removal and excavation could produce substantial vibration. Mitigation Measure MM NV-3.1 from Downtown FEIR shall be implemented as part of the site development permit process for development allowed under the Specific Plan to reduce impacts to residents from ground-borne vibration to a less than significant level.

The future Hale Lumber site residents are sensitive receptors. Consistent with the Downtown FEIR and the City of Morgan Hill policy, the future residential development would implement mitigation measures MM NOI-5 through MM NOI-7 to reduce the noise impacts to future residents of the project site. The future townhome development will be adjacent to the UPRR tracks and adjacent and/or near public roadways. A project-level noise assessment will evaluate the compatibility of the project with surrounding uses, and the project's potential to generate noise levels that will exceed any limits or result in a substantial temporary or permanent increase in noise will be conducted in the future. The assessment will also evaluate the compatibility of the future on-site noise-sensitive receptors.

Realigned Depot Street – Construction activities can generate high noise levels, especially during the construction of project infrastructure when heavy equipment is used. Implementation of standard measures (SM NOI-1 through SM NOI-7) will reduce potential construction related noise impacts to nearby sensitive receptors. The main source of noise associated with the realigned Depot Street project component in operation would be vehicle traffic. The Downtown Specific Plan FEIR calculated the growth of traffic volumes with build-out of the Specific Plan as well as the associated noise increases. Traffic noise levels along major routes are anticipated to increase by one to two dBA Ldn by 2030, which was found to be a less than significant impact. The proposed project component is consistent with the Specific Plan assumptions and would not increase traffic (and the associated noise) above the volumes estimated in the Downtown Specific Plan FEIR.

Pavement removal and excavation could produce substantial vibration. Mitigation measure MM NV-3.1 from the Downtown FEIR shall be implemented as part of the site development permit process for development allowed under the Specific Plan to reduce impacts to residents from ground-borne vibration to a less than significant level. A new realigned roadway is not considered noise- or vibration-sensitive uses, and would not be subject to such impacts from the surrounding environment.

5.8 TRANSPORTATION

Downtown Specific Plan FEIR – Transportation/Traffic Conclusions

The traffic analysis prepared in support of the Downtown FEIR evaluated traffic impacts of the Specific Plan by analyzing projected 2015 and 2030 development conditions against existing conditions. The Downtown Specific Plan FEIR concluded that build out of the Specific Plan under 2030 conditions would result in significant intersection level of service impacts.

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The realignment of Depot Street was disclosed as an alternative roadway improvement in the Downtown Specific Plan and Circulation Element EIRs. The realignment was evaluated for trip re-distribution and level of service and concluded that the new alignment with the new mixed use development is within the scope of the General Plan FIER and Downtown Specific Plan Master FIER. Therefore, no further review is needed.

Foreseeable Indirect Environmental Changes from the Land Transaction

Residential and Office Development - The approved Downtown Specific Plan will add housing, retail, and office/service land uses within the Specific Plan project area. The FEIR's analysis of projected 2030 development in the Specific Plan project area included an increase of approximately 1,200 multi-family residential units, 93,490 square feet of retail, and 85,590 square feet of office/service development in the Specific Plan project area. The enlarged Hale Lumber site would eventually be developed with approximately 48 residential units and 3,000 square foot of office. According to the TIA prepared for the FEIR, this development was projected to generate a total of approximately 10,520 daily, 807 AM peak-hour, and 911 PM peak-hour trips. Intersection levels of service were calculated with projected 2030 development traffic volumes, and the FEIR disclosed that under projected 2030 conditions all of the signalized intersections would operate acceptably except the Main Avenue/Monterey Road intersection which would operate at LOS E during the AM peak hour and LOS D during the PM peak hour. In addition, the following four unsignalized study intersection operations would be degraded to LOS E or F during one or both peak hours:

- Monterey Road/Central Avenue (LOS F, AM and PM peak hours)
- Monterey Road/Fourth Street (LOS F, AM and PM peak hours)
- Monterey Road/Fifth Street (LOS E, AM peak hour and LOS F, PM peak hour)
- Main Avenue and Depot Street (LOS E, AM peak hour)

The remaining unsignalized study intersections would operate at acceptable levels of service during both peak hours. A signal warrant analysis was conducted as part of the FEIR TIA for each unsignalized study intersection operating at LOS E or F. Under projected 2030 conditions, the Main Avenue and Depot Street intersection is the only intersection operating at LOS E or F that would meet the peak-hour warrant criteria for signalization during either the AM or PM peak hours.

The future development on the enlarged Hale Lumber site would be consistent with the development assumptions in the Downtown Plan that were analyzed in the FEIR TIA. Therefore, the future development will contribute to the traffic impacts disclosed in the FEIR.

Realigned Depot Street - The Morgan Hill 2035 General Plan discusses routing Depot street south through the existing community and cultural Center parking lot to provide a continuous north-south travel route to, from, and within Downtown. The Downtown Specific Plan assumed closure of Depot Street north of East Dunne Avenue and grade separating East Dunne Avenue and the UPRR rail line. The realignment of Depot Street was disclosed as an alternative roadway improvement in the Downtown Specific Plan and Circulation Element EIRs, however, this realignment was not evaluated for trip re-distribution and level of service. A East Dunne Avenue/Church Street/Depot Street intersection Traffic Study was conducted and concludes that the level of service analysis is projected

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to operate acceptably with implementation of the proposed project under the 2035 General Plan and Downtown Specific Plan.

5.9 CUMULATIVE IMPACTS

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

The foreseeable future development activities that would result from the proposed land transaction are consistent, as explained previously, with the development assumptions in the Downtown Specific Plan. The Downtown Specific Plan FEIR concluded that development allowed under the Specific Plan, including the foreseeable future development activities facilitated by the land transaction, would be consistent with adopted regional Clean Air Plan and, therefore, would not have a cumulatively considerable contribution to a significant cumulative air quality impact. A screening level health risk assessment associated with construction-related toxic air emissions will be completed prior to the issuance of the project's grading permit. Results of the analysis would determine if implementation of additional construction mitigation measures would be necessary to reduce toxic air contaminant emissions below BAAQMD health risk thresholds, both as a matter of single-source and cumulative conditions reflecting combined emissions from other nearby sources.

The future development anticipated on the enlarged Hale Lumber site is below the BAAQMD screening thresholds for GHG emissions from construction and operations of new condo/townhome developments. The project would, therefore, not result in a cumulatively considerable GHG impact. GHG mitigation measures from the Downtown Specific Plan FEIR would be implemented to further reduce GHG impacts.

The Downtown Specific Plan FEIR disclosed that buildout of the Specific Plan would result in significant unavoidable intersection level of service impacts. Since the proposed mixed use development components were assumed in the Specific Plan, the project would contribute to the significant unavoidable intersection level of service impacts disclosed in the Downtown Specific Plan FEIR. The Depot Street realignment was evaluated for trip re-distribution and level of service in the Downtown Specific Plan and confirm its acceptable operation according to City's adopted level of service policy, both under existing and 2030 Downtown Specific Plan cumulative buildout conditions and is consistent with what was disclosed previously in the Downtown Specific Plan FEIR.

The cumulative impacts on aesthetics, agricultural lands, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise,

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population and housing, public services, recreation, and utilities and service systems from buildout of the Specific Plan were analyzed in the certified Downtown Specific Plan FEIR. The proposed land transaction would not lead to future development activities that would result in any new or more significant cumulative impacts than the previously approved Downtown Specific Plan project disclosed in the Specific Plan FEIR. Mitigation measures were adopted for the previously approved project where feasible, and will be implemented by the proposed project.

There are no recently approved or reasonably foreseeable projects that, when combined with the proposed project, would result in a new or greater cumulatively considerable impact not previously identified by Downtown Specific Plan FEIR. While the San Jose to Merced segment of the CA High-speed Rail project is evaluating an alignment that would run east of the project area, that project's environmental review has not yet been made public by the High-speed Rail Authority and it is not possible for the City of Morgan Hill to predict the impacts of that project for purposes of cumulative impacts assessment without speculation.

6.0 CONCLUSION

Based on the above analysis and discussion, no substantive revisions are needed to the *2009 Morgan Hill Downtown Specific Plan FEIR.* No new significant impacts or impacts of substantially greater severity would result from the modified project because there have been no major changes in circumstances in the project area that would result in new significant environmental impacts or substantially more severe impacts; and no new information has come to light that would indicate the potential for new significant impacts or substantially more severe impacts than were identified in the 2009 FEIR. The General Plan Amendment and Zoning Amendment is to amend the map to support the realignment of Depot Street. The realignment is consistent with the 2035 General Plan and Downtown Specific Plan as discussed throughout this report and therefore, no further evaluation is required, and no Subsequent EIR is needed pursuant to State CEQA Guidelines Section 15162. An Addendum to the Downtown Specific Plan 2009 FEIR and the 2035 General Plan FEIR is the appropriate review document for the modified project, pursuant to Section 15164.

Tiffany Brown, Associate Planner
City of Morgan Hill

Signature

9/4/18
Date

Attachment: Hale Lumber Depot Street Land Transaction-CEQA Addendum (1922 : GPA, ZA for Depot Street (Hale Lumber))

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: September 11, 2018

PREPARED BY: Rich Buikema, Contract Planner
APPROVED BY: Jennifer Carman, Community Development Director

UP2018-004 MONTEREY-BLUEWAVE: CONDITIONAL USE PERMIT TO ALLOW A DRIVE-THROUGH, SELF-SERVICE, AUTOMATED CAR WASH ON PROPERTY IDENTIFIED BY ASSESSOR PARCEL NUMBER 764-10-008 LOCATED ON THE NORTHWEST CORNER OF MONTEREY ROAD AND COCHRANE ROAD.

RECOMMENDATION(S)

1. Open/close public hearing; and,
2. Adopt a Resolution approving a Conditional Use Permit for a car wash.

LOCATION MAP

PROJECT SUMMARY:

1. Location:	18625 Monterey Road, northwest corner of Monterey Road and Cochrane Road (APN 764-10-008)
2. Site Area:	1.25 Acres
3. General Plan:	Commercial
4. Zoning:	General Commercial (CG)

PROJECT DESCRIPTION

A Conditional Use Permit is requested to construct a 3,000 square foot automated car wash on a vacant 1.25-acre property. Vehicle washing may be conditionally allowed in the CG General Commercial district, with the approval of a Conditional Use permit. A Design Permit is pending discretionary action and will be completed upon authorization of a Conditional Use Permit for the site. The Design Permit will ensure that the proposed car wash use, and site design are compatible with their surroundings and minimize negative impacts on the neighboring properties. The plans submitted with the Conditional Use Permit reflect the latest version of Design Permit submittal and may be modified prior to the approval of the Design Permit.

Operations

The proposed Blue Wave Premium Express Car Wash would operate daily from 8:00 AM to 7:00 PM and provide self-serve, automated exterior car wash services. The customer would remain in the vehicle during the car wash. Employees would not clean cars but would maintain equipment, provide maintenance and customer service. The business expects up to 3 employees to be present on-site during daily operations. Detailed Project Justification and Statement of Operations have been attached (Attachments 2 and 3).

Site Improvements

The site is accessed from a private street that was formerly an extension of Cochrane Road that also provides access to the gas station/mini-mart and shopping center (The Gateway Center) on the west side of Monterey Road.

The approximately 3,000 square foot car wash building (Tunnel) would have a single lane and have the capacity to process up to 74 vehicles per hour. The parking lot stalls include 15 vacuum stations for self-service interior cleaning.

The proposed car wash would include an on-site water reclamation system to help reduce the amount of fresh water used during the car washing process. Approximately 80% of fresh water used during the wash process is reclaimed, filtered, and recirculated back into the system. The remaining water would be recirculated and piped out into the sewer system.

Approximately 0.2 acres along the Monterey Road frontage will be dedicated for the purposes of a 5-foot bike lane and a right turn/deceleration lane in front of the project site. The site layout, landscaping and architectural style will be finalized as a part of the corresponding Design Review permit. The proposed architectural treatment is conceptual and will be refinement as part of the Design Permit. Detailed project plans have been provided (Attachment 4).

Site Description

The 1.25-acre site is a triangular-shaped vacant parcel bounded by Monterey Road and the Southern Pacific railroad. The site was previously developed with a free-standing restaurant building (El Capri) that was demolished. The surrounding properties are currently developed for industrial, commercial uses or remain undeveloped. There is a self-service car wash operating in conjunction with a gas station and mini market on the south side of the Monterey/Cochrane Road intersection. There is City-owned property directly adjacent to the south which contains a sanity sewer lift station. There is a residential development approximately 200 feet to the southeast at the Monterey/ Cochrane Road intersection and approximately 100 feet to the west on the opposite side of the Union Pacific railroad tracks and Old Monterey Road.

Surrounding Zoning/Land Use

North:	CG / Undeveloped
South:	PUD / Gas Station, Mini-Market, Car Wash
East:	IL / Light Industrial
West:	RDM 7,000 / Residential

ANALYSIS:

The proposed Conditional Use Permit was analyzed for consistency with the: 1) General Plan; 2) Zoning Ordinance; 3) Performance Standards; 4) Conditional Use Permit Findings; and 5) California Environmental Quality Act.

1. **General Plan**

The site has a Commercial General Plan land use designation in the Morgan Hill 2035 General Plan. The Commercial designation allows a wide range of retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as part of shopping centers. The Commercial designation allows a maximum 0.6 floor area ratio (FAR). The proposed car wash is consistent with the Commercial General Plan designation.

The following are General Plan Goals and Policies that are relevant to the proposed Use Permit.

<u>City and Neighborhood Form Element</u>

Policy CNF-2.1 Orderly Development
Promote the orderly development of the City, with concentric growth and infill of existing developed areas.

Policy CNF-15.1 Mix of Commercial Uses
Encourage a variety of commercial and office development to meet the needs of City residents.

Policy CNF-19.2 Visual Integrity of Gateways.

Enhance the visual integrity of the gateways to the City such as the Madrone area north of Cochrane Road, the Cochrane Road/Monterey Road intersection, Monterey Road south of Watsonville Road, the Cochrane, Dunne, and Tennant freeway interchanges, and the Caltrain station.

Consistency

The site's location is considered one of the City's Gateways that the General Plan describes as a key location where people enter and leave the City and act as a point of distinction between different areas and contribute to a sense of arrival to one place from another. As such, the project must conform with the Design Review Handbook for Gateway locations that includes enhanced architecture, landscaping and signage standards. The proposed site conforms with these standards as the proposed building is located prominently towards the front corner of the site and includes an enhanced 30-foot landscaped setback along Monterey Road.

Water Quality and Conservation

Policy NRE-7.1 Water Standards for Private Development
Promote water conservation and efficient water use in all private development projects. Require development to exceed State standards for the use of water.

Policy NRE-7.3 Water Efficiency and Landscaping
Promote water conservation and efficient water use in all public and private landscaping plans.

Consistency

The project plans to recycle approximately 80 percent of the water used in the washing process. In addition, the project would be required to comply with the City's Water Efficient Landscape requirements, which would be reviewed as part of the Design Permit process.

2. Zoning Ordinance

The zoning designation of the site is General Commercial (CG). The purpose of the CG zoning district is to provide a location for a broad range of commercial and employment uses to serve Morgan Hill residents, workers, and visitors.

The table below summarizes the project's consistency with the CG development standards.

Table 1:
Summary of Development Standards

Standard (CO)	Requirement	Proposed	Consistent
Setbacks:			
Front	25 feet	25 feet	Yes
Rear	20 feet	60 feet	Yes

Side	0 feet	60 feet	Yes
Street Side	15 feet	80 feet	Yes
Height:	3 stories or 35 feet	One story, 28 feet	Yes
Building Coverage:	Maximum 50%	5%	Yes
Parking	5 spaces for the first 10,000 square feet of lot area and 1 space for each additional 3,000 square feet thereafter 20 spaces	19 (15 with vacuums) Additional spaces in car wash stacking lane	Yes

3. **Performance Standards**

Chapter 18.76 of the Municipal Code 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 the environmental resources. The project was evaluated for consistency with the City's Performance Standards.

a. Noise

There would be two sources of noise generated on site from the proposed car wash, the air blowers at the end of the tunnel and from the central vacuum system. Both are anticipated to have noise levels below the ambient noise generated by the adjacent railroad tracks, highway and traffic intersection. Vacuum equipment is to be fully enclosed within a walled structure to help reduce the amount of noise being emitted from the site. Vacuum hoses can also be equipped with noise dampening attachments to allow for further noise reduction. The air blowers which are fully housed within the car wash tunnel walls, are located at the end of the tunnel, which is directed towards Monterey Road. This would not adversely affect the neighboring residents to the southwest across from the railroad.

The proposed project is required to comply with the noise limitations in Municipal Code Section 18.76.090, which limits noise as measured at the lot line adjacent to residential uses to 60 dB(A). There is a residential development approximately 200 feet to the southeast at the Monterey/Cochrane Road intersection and single-family homes approximately 100 feet to the west on the opposite side of the Union Pacific railroad tracks and Old Monterey Road.

A Noise Analysis (Attachment 5) was prepared for the project dated September 5, 2018. All noise levels are expected to meet the requirements of the Morgan Hill Municipal code. The proposed site plan maximizes the distance between the car wash building and the nearest residential area to the west. In addition, the car wash tunnel is oriented generally parallel with Monterey Road away from the

residential area towards the commercial property to the south. The vacuum motors are contained within a walled enclosure and are equipped with noise dampening attachments.

To ensure that the project complies with the City's Performance Standards, a Condition of Approval has been incorporated into the project requiring that prior to occupancy, an Acoustical Report will be required that demonstrates that the project operating at the worst-case scenario (the blower and all vacuums at the same time) complies with City noise standards.

4. **Conditional Use Permit Findings**

In reviewing the application for a Conditional Use Permit, the Planning Commission shall consider the following:

a. **The proposed use is allowed in the applicable district.**

Vehicle washing is identified as a "Conditional Use" in the CG General Commercial Zoning District with the approval of a Conditional Use Permit. The Planning Commission could approve the request for a Conditional Use Permit for the car wash facility if all the findings for approval can be met.

b. **The proposed use is consistent with the General Plan, Zoning Code, and any applicable specific plan or area plan adopted by the City Council.**

Vehicle washing is considered a commercial use that is consistent with the Commercial land use designation. The proposed site design conforms with the Design Review Handbook for Gateway Locations, including a prominent building location and a 30-foot landscape setback. The site plan and building architecture will be finalized as a part of the corresponding Design Review permit. Measures to improve the functioning of the car wash exit will be included as part of the Design Permit to facilitate on-site vehicle circulation and overall traffic circulation within the private drive.

c. **The site is suitable and adequate for the proposed use.**

The site's relatively small size, irregular shape and other constraints make it challenging to develop for commercial purposes. The proposed free-standing car wash is designed to maximize the utilization of the site while providing landscaped setbacks, screen walls, enhanced architecture and building placement in accordance with the City standards including Design Review Handbook for Gateways. With the proposed building layout and Monterey Road improvements, the site will be suitable and adequate for an automobile-oriented use such as a car wash.

d. **The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses in the vicinity of the property.**

The regular business hours will be 8:00 AM to 7:00 PM, daily. The potential hours of operation are appropriate with the surrounding land uses. It is expected that many customers will arrive at the car wash on their way to or from work, or other times such as on the weekends.

e. **The proposed use will not be detrimental to the public health, safety, and welfare.**

Chemicals used in the cleaning process would be bio-degradable and non-hazardous. The equipment will not generate noise above levels allowed by the Zoning Code.

The project's operations would not adversely affect the peace, health, safety, morals or welfare of persons residing or working in the surrounding areas. The project would not impair the utility or value of the property of other persons located near the site and will not be detrimental to the health, safety or general welfare.

f. **The proposed use would not have a substantial adverse effect in traffic circulation and on the planned capacity of the street system.**

A Trip Generation Memorandum has been prepared for the project dated July 31, 2018 (Attachment 6).

The southwest corner of the Monterey Road and Cochrane Road intersection is undeveloped and proposed to be developed with the car wash. The southeast corner of the intersection is developed as a gas station including a convenience market and car wash and a commercial building. The northerly leg of the intersection is Cochrane Road and the southerly leg (Gateway Plaza) provides access to the existing development on the southeast corner. A proposed access would be provided to the new car wash site approximately 100 feet south of Monterey Road from Gateway Plaza. There is no outlet from Gateway Plaza. The intersection is signalized with fully-protected left turns on the Monterey Road approaches and split phasing on the Cochrane Road and Gateway Plaza approaches.

The Trip Generation Memorandum identifies the anticipated weekday peak hour traffic generated by the proposed car wash. The forecast trip volumes (34 AM peak hour trips (7:00 AM-9:00 AM) and 58 PM peak hour trips (4:00 PM-6:00 PM)) would be below the threshold of 100 peak hour trips for the preparation of a traffic analysis as contained in the Planning Commission Policy regarding Guidelines for Preparation of Transportation Impact Reports. It is estimated that a minimum of 25% of the customers will be "pass by trips" that are already

traveling on Monterey Road or Cochrane Road and thus not adding additional traffic to the roadways. Primary access to the project site will be from Cochrane Road and enough on-site stacking is provided to avoid any impact to circulation on Cochrane and Monterey Roads.

g. **The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.**

The proposed site is within the City's Urban Service area where utilities, such as gas, water, sewer, and electricity, and public services are and will be provided. The project includes dedication and improvements to Monterey Road including a 5 foot bike lane, right-turn/deceleration lane, and curb/gutter. The proposed project will be adequately served by existing and planned services and infrastructure.

Conclusion

Although not related to the findings required to be made, the Planning Commission has been concerned with limiting repetitive ancillary commercial uses, such as car wash facilities in the City. Additional information regarding the number of car washes located or approved within the City has been provided.

Morgan Hill Car Wash Facilities		
Location	Address	Type of Facility
Morgan Hill Car Wash	16225 Monterey Road	Full Service
Vineyard Car Wash	15865 Monterey Road	Gas Station
Coin-Op Car Wash	16930 Monterey Road	Self-Serve
Shell	810 E. Dunne Avenue	Gas Station
Arco	18605 Monterey Road	Gas Station
Chevron	851 Cochrane Road	Gas Station
76	1107 Cochrane Road	Gas Station
Zip Thru Express	16015 Caputo Drive	Self-Serve

General Plan Policy CNF 16.2, limiting repetitive ancillary commercial uses, applies only to lands around interchanges, therefore, based on the location of the project, this finding would not apply to the project location.

The project has been comprehensively analyzed and it has been determined that the proposed use would be compatible with the surrounding uses and would provide a desired service to workers and residents in the area. Staff recommends approval of the proposed Conditional Use Permit.

California Environmental Quality Act (CEQA):

The project was analyzed pursuant to the California Environmental Quality Act (CEQA). It was determined that the project would not have a significant effect on the environment

and therefore, would be subject to Section 15332 of CEQA as an In-Fill development project meeting the conditions described in this section:

a. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

c. The project site has no value as habitat for endangered, rare or threatened species.

d. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

e. The site can be adequately served by all required utilities and public services.

Community Engagement

The proposed project was publicly noticed (mailing to property owners within 300 feet of the project and newspaper legal noticing) for the minimum 10-day period. A sign was also posted on the site regarding the pending Conditional Use Permit.

LINKS/ATTACHMENTS:

1. Use Permit Resolution
2. Letter of Justification
3. Statement of Proposed Operations
4. Plans
5. Noise Memo
6. Blue Wave MH Trip memo

RESOLUTION NO. __-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A CONDITIONAL USE PERMIT TO ALLOW A CAR WASH TO LOCATE AT 18625 MONTEREY ROAD (APN: 764-10-008)

WHEREAS, such request was considered by the Planning Commission at their regular meeting of September 11, 2018 at which time the Planning Commission approved application UP18-0009: Monterey-Bluewave; and

WHEREAS, testimony received at a duly-noticed public hearing, along with exhibits and drawings and other materials have been considered in the review process.

NOW, THEREFORE, THE MORGAN HILL PLANNING COMMISSION DOES RESOLVE AS FOLLOWS:

SECTION 1. The approved conditional use is consistent with the Zoning Ordinance and the General Plan.

SECTION 2. The project is categorically exempt from CEQA pursuant to Section 15332, Infill Development.

SECTION 3. The approved conditional use has been found consistent with the criteria for Conditional Use Permit approval contained in Section 18.108.030 of the Zoning Code. The basis and the findings are set forth in the staff report of the Planning Commission Meeting of September 11, 2018, which findings were duly considered by the Commission and are hereby adopted.

SECTION 4. The use shall be expressly conditioned in conformance with conditions incorporated herein and as attached as Exhibit "A".

SECTION 5 The approved project shall be conducted in a manner consistent with the proposed operations explained within the staff report of the Planning Commission Meeting of September 11, 2018.

SECTION 6. Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) in connection with approval of your use for the purpose of defraying all or a portion of the cost of public facilities related to your development project (Mitigation Fee Act Fees). These fees do not include fees for processing applications for governmental regulatory actions or approvals, or fees collected (a) under development agreements, (b) pursuant to agreements with the Morgan Hill Redevelopment Agency or (c) as a part of your application for development

Attachment: Use Permit Resolution [Revision 1] (1850 : UP2018-0004 Monterey-Bluewave)

allocations under the City's Residential Development Control System. The Mitigation Fee Act Fees applying to your project are listed in the schedule of fees provide. Notice is also hereby given that you have the opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval of the approval or conditional approval of your development project and that the 90-day approval period in which you may protest has begun. This right to protest does not apply to voluntary Residential Development Control System fees.

PASSED AND ADOPTED THIS 11th DAY OF SEPTEMBER 2018, AT A REGULAR MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST: **APPROVED:**

Jenna Luna, Deputy City Clerk **Liam Downey, Chair**

Attachment: Use Permit Resolution [Revision 1] (1850 : UP2018-0004 Monterey-Bluewave)

EXHIBIT "A"

STANDARD CONDITIONS

APPLICATION: UP2018-0004 Monterey-Blue Wave

THE FOLLOWING ARE STANDARD CONDITIONS OF APPROVAL THAT MUST BE MET PRIOR TO THE ISSUANCE OF BUILDING PERMITS AND/OR SITE DEVELOPMENT PERMITS EXCEPT AS MAY BE SPECIFIED IN THE CONDITIONS. THE APPROVAL REQUIREMENTS INCLUDE THESE REQUIREMENTS AND ANY SPECIAL CONDITIONS THAT ARE APPLIED THROUGH THE DEVELOPMENT APPROVAL PROCESS. APPLICANTS ARE REQUIRED TO SIGN THE APPROVAL CERTIFICATE/RESOLUTION FORM INDICATING THEY UNDERSTAND AND AGREE TO IMPLEMENT THESE STANDARD CONDITIONS AND ANY SPECIAL CONDITIONS APPLIED TO THEIR PERMIT APPROVAL.

ACRONYMS:

MHMC – Morgan Hill Municipal Code

MHARH – Morgan Hill Architectural Review Handbook

PLANNING DIVISION

I. TIME LIMITS

A. The Conditional Use Permit approval granted as described in the Planning Commission Staff report dated September 11, 2018 shall remain in effect for 24 months to September 11, 2020. Failure to exercise the use within this term shall result in termination of approval unless an extension of time is granted prior to the expiration date. **(MHMC 18.104.210)**

II. DESIGN PERMIT

A. Final site development and architectural plans shall be reviewed and approved by the Development Services Department as required through a Design Permit prior to issuance of a building permit.

B. Prior to final inspection, the owner or designee shall provide the City's Planning Department with a supplemental acoustical report conducted by a member of the National Council of Acoustical Consultants that demonstrates noise samples taken from the project operating at the worst-case scenario (the blower and all vacuums at the same time) complies with City noise standards of 60 dbA to 70dbA (exterior) at the applicable lot line.

Attachment: Use Permit Resolution [Revision 1] (1850 : UP2018-0004 Monterey-Bluewave)

III. OTHER CONDITIONS

A. The Conditional Use Permit is approved solely for the operation of the car wash as described in the applicants proposed statement of operations on file with the Planning Division and as explained within the staff report (Application UP2018-0004: Monterey-Blue Wave). Any expansion, intensification, or changes to the uses approved under this Conditional Use Permit shall be permitted only upon amendment of this Conditional Use Permit or approval of a separate Conditional Use Permit application.

B. The hours of operation are restricted to 8:00AM-7:00PM, 7 days a week.

C. Applicant agrees to defend and indemnify and hold City, its officers, agents, employees, officials and representatives free and harmless from and against all claims, losses, damages, injuries, costs and liabilities arising from any suit for damages or for equitable or injunctive relief which is filed against City by reason of its approval of this Conditional Use Permit approval. In addition, applicant shall pay all pre-tender litigation costs incurred on behalf of the City including City's attorney's fees and all other litigation costs and expenses, including expert witnesses, required to defend against any lawsuit brought as a result of City's approval or approvals, but shall not be required to pay any litigation from the City. However, applicant shall continue to pay reasonable internal City administrative costs, including but not limited to staff time and expense spent on the litigation, after tender is accepted. The undersigned hereby represents that they are fully empowered by the applicant as their agent to agree to provide the indemnification, defense and hold harmless obligations, and the signature below represents the unconditional agreement by applicant to be bound by such conditions.

D. Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) in connection with approval of your development project for the purpose of defraying all or a portion of the cost of public facilities related to your development project (Mitigation Fee Act Fees). These fees do not include fees for processing applications for governmental regulatory actions or approvals, fees collected under development agreements, or as a part of your application for development allocations under the City's Residential Development Control System. The Mitigation Fee Act Fees applying to your project are listed in the schedule of fees provide. Notice is also hereby given that you have the opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval of the approval or conditional approval of your development project and that the 90-day approval period in which you may protest has begun.

E. Submit two (2) signed copies of Resolution No. _____ to the Planning Division prior to issuance of building permits.

ENGINEERING DIVISION

A. **Stormwater**: This project shall comply with the San Bay Francisco Regional Water Board's stormwater requirements. The project's stormwater compliance will be reviewed at Architecture & Site Review stage.

Attachment: Use Permit Resolution [Revision 1] (1850 : UP2018-0004 Monterey-Bluewave)

B. **Flood: A** majority of the project site is in Flood Zone X and a small portion in Zone AH, Elevation 354.00' North American Vertical Datum of 1988 (NAVD88). Zone AH is within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain.

1. If any portion of the proposed carwash building is within Flood Zone AH, the building will be required to comply with the City's Flood Damage Prevention requirements. **(MHMC 15.80)**

C. **Street Improvements:**

1. Provide street dedication along the project's Monterey Road frontage to accommodate a 5' bike lane and a right-turn/deceleration lane to the project site.

2. Construct the public street improvements along the project's entire Monterey Road frontage including, but not limited to, curb and gutter, 5' detached sidewalk, and 5' park strip with street trees in conformance with City standards.

II. **GENERAL**

A. The applicant shall cause the construction of all public and private improvements in accordance with the latest City Standard Drawings and Specifications. **(MHMC 12.02.090 A; 17.32.010 A)**

B. Obtain necessary encroachment permits from the City of Morgan Hill and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**

C. Improvement plans are to show water lines, sanitary sewer, storm drain system, pavement widths, curve radius, and existing utilities.

D. Enter into an Improvement Agreement with the City of Morgan Hill to cover required improvements. **(MHMC 12.02.150; 17.32.010 B; 17.32.160)**

E. **IMPACT FEE INCREASE** - The City of Morgan Hill, pursuant to City Code Chapter 3.56 has established impact fees to finance the cost of improvements required by new development. City Code Chapter 3.56.050 provides for automatic annual (July 1st) adjustment of those fees in existence utilizing the Engineering News Record Index for the preceding twelve months. The City Public Works Department maintains historical records on the Engineering News Record Index. These records are available for inspection during normal business hours. **(MHMC 3.56.010; 3.56.030; 3.56.050)**

III. **STREET IMPROVEMENTS**

A. The applicant shall cause the design and construction of all new public and private streets serving the project. The design of all new public and private streets shall be consistent with the General Plan Land Use and Circulation Element as well as the Street Standard Details as contained within the Public Works Standards Details. The construction of the streets shall be undertaken to the lines and grades and in a manner satisfactory to the Director of Public Works. All street improvements shall be constructed to the satisfaction

Attachment: Use Permit Resolution [Revision 1] (1850 : UP2018-0004 Monterey-Bluewave)

of the Director of Public Works. The timing of the improvements will be determined by the City. **(MHMC 12.02.010; 12.02.090; 17.32.060 B; CMH General Plan; CMH Design Standards and Standard Details for Construction)**

B. The project shall install and dedicate street improvement including, but not limited to, curb and gutter, sidewalk, compaction, street paving, oiling, storm drainage facilities, sewer and water, fire protection, undergrounding of utilities and street lighting in conformance with City of Morgan Hill requirements. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010; 17.32.060)**

C. Dedication (total width to be determined) from center line of public right-of-way on Monterey Road. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.90; 12.02.100; 17.28.010)**

D. Dedication of the required corner cutoff at the intersection of Monterey Road and existing paved road (formerly an extension of Cochrane Road). **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010)**

E. Underground existing utilities: all existing overhead utilities adjacent to any site boundary or along any street frontage of site shall be placed underground in accordance with City standards and affected utility company guidelines. **(MHMC 12.02.090 B; 17.32.020 E.1)**

PRETREATMENT

An underground interceptor is required that shall be included as part of the Building Permit submittal.

Attachment: Use Permit Resolution [Revision 1] (1850 : UP2018-0004 Monterey-Bluewave)

Stantec Consulting Services Inc.
555 Capitol Mall Suite 650, Sacramento, CA 95814-4583

August 17, 2018

Reference: BlueWave Car Wash (SR2018-0005 & UP2018-0004) – Letter of Justification

Attention: Rich Buikema
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

Currently the property on 18625 Monterey Road is zoned as General Commercial (CG). The proposed BlueWave car wash will be conditionally allowed in the CG General Commercial district with the issuance of a Conditional Use Permit.

Outlined below are justifications regarding the request for a Conditional Use Permit:

1) Is the site suitable and adequate for the proposed use?

Response: The subject property is located on the western corner of the intersection of Monterey Road and Cochrane Road. The subject property primarily consists of vacant land with sparse vegetation along the northwest corner of the parcel. Based on the zoning designation being General Commercial, a conditional use permit will have to be issued for this site. Given the size and geometry of the parcel, a site layout was generated that suggests that a new car wash would be feasible for the proposed site, all while meeting the required setback and design constraints set by the City.

2) Would the proposed use and design have substantial adverse effect on traffic circulation and on the planned capacity of the street system?

Response: A trip generation study was conducted and was used to analyze the generated traffic circulation to the site and the effects onto the existing street system.

The expected amount of business attracted by a new car wash will not likely create an adverse increase of traffic along Monterey Road. Traffic along Monterey are predicted to stay the same in volume. The only increase of traffic volume would be those entering the dead end of Cochrane Road, where the proposed business entrance will be located.

Design with community in mind

Attachment: Letter of Justification (1850 : UP2018-0004 Monterey-Bluewave)

Reference: BlueWave Car Wash – Morgan Hill

3) Would the proposed use at the location requested:

- Adversely affect the peace, health, safety, morals, or welfare of persons residing or working in the surrounding area.

Response: No.

- Impair the utility or value of property of other persons located in the vicinity of the site.

Response: No.

- Be detrimental to public health, safety, or general welfare?

Response: No.

- Is the design of the project compatible with the existing and proposed development within the district and its surroundings?

Response: The proposed building will be designed in conjunction with the City of Morgan Hill's Architectural Review Handbook for Gateway locations.

- Will the proposed use allow retail sales of groceries, food, or beverage items upon automobile service station premises?

Response: Grocery, food, or beverage sales will not be part of the proposed BlueWave Express business.

Regards,

STANTEC CONSULTING SERVICES INC.

Joseph Samaha
Project Manager
Phone: 916-606-9986
Joseph.Samaha@stantec.com

Attachment: Letter of Justification (1850 : UP2018-0004 Monterey-Bluewave)

Stantec Consulting Services Inc.
555 Capitol Mall Suite 650, Sacramento, CA 95814-4583

August 30, 2018

Reference: BlueWave Car Wash (SR2018-0005 & UP2018-0004) – Statement of Proposed Operations

Attention: Rich Buikema
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

Currently the property on 18625 Monterey Road is zoned as General Commercial (CG). The proposed BlueWave car wash will be conditionally allowed in the CG General Commercial district with the issuance of a Conditional Use Permit. Below is an overview of the proposed operations for BlueWave car wash to support the Conditional Use Permit.

Hours and Days of Operation – Hours of operation run from 8 AM to 7 PM, 7 days a week.

Number of Employees – BlueWave car wash will operate between 2-3 employees at any time.
Peak Hour Trips - Based off trip a generation analysis for this site, the forecasted trips during a weekday peak hour consists of 34 trips during the AM and 58 trips during the PM. Assume that one car is equal to two trips (one in and one out). See attached trip generation analysis for reference.

Type of Equipment and Processes Used – BlueWave car wash will include car wash equipment, pay station, and vacuum canopy and equipment.

Hourly Capacity of Carwash Equipment – BlueWave car wash equipment can handle hourly capacities of 74 cars per hour, which is more than adequate to serve the anticipated peak hour volumes of 34 trips during the AM and 58 trips during the PM. Assume that one car is equal to two trips (one in and one out).

Use of Hazardous Materials – Chemicals used to clean the cars are biodegradable and a large percentage of the water that is used for washing a car is filtered and reused in subsequent washes. Water that does leave the car wash is filtered through a reclamation tank and sand/oil interceptor before it exits out into the sanitary sewer line.

Water Reclaim – BlueWave utilizes an on-site reclamation system to help reduce the amount of fresh water used during the car washing process. Approximately 80% of fresh water used during the wash process is reclaimed, filtered, and recirculated back into the system. Remaining water that isn't recirculated is piped out into the sewer system.

Noise Sources and Measures to Minimize Noise - Two sources of noise generated on site for the proposed car wash will only be from the air blowers at the end of the tunnel and from the central vacuum system. BlueWave utilizes state of the art equipment for its vacuums and air blowers. Both are anticipated to have noise levels well below the ambient noise generated by the adjacent

Reference: BlueWave Car Wash – Morgan Hill

railroad tracks, highway and traffic intersection. Vacuum equipment is to be fully enclosed within a walled structure to help reduce the amount of noise being emitted from the site. Vacuum hoses can also be equipped with noise dampening attachments to allow for further noise reduction. The air blowers which are fully housed within the carwash tunnel walls, are located at the end of the tunnel, which is directed towards the Monterey Rd intersection. This will not adversely affect the neighboring residents to the southwest across from the railroad.

On-site Car Stacking - The attached exhibit illustrates that the site can comfortably accommodate the minimum 160-foot length of stacking, with an additional 3 vehicles before blocking access to the proposed accessible stall and are still well clear of blocking the offsite street. Additionally, there are 8 additional stalls to the west of the site that can be used in the unlikely event that the stacking backs up. The full stacking scenario is very unlikely, as the pay station can process 74 cars per hour, and the tunnel can process up to 100 cars per hour. It is not expected that cars will stack more than the minimum requirements by the City, and especially not into the street.

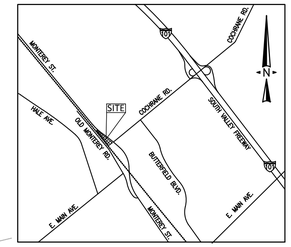
Regards,

STANTEC CONSULTING SERVICES INC.

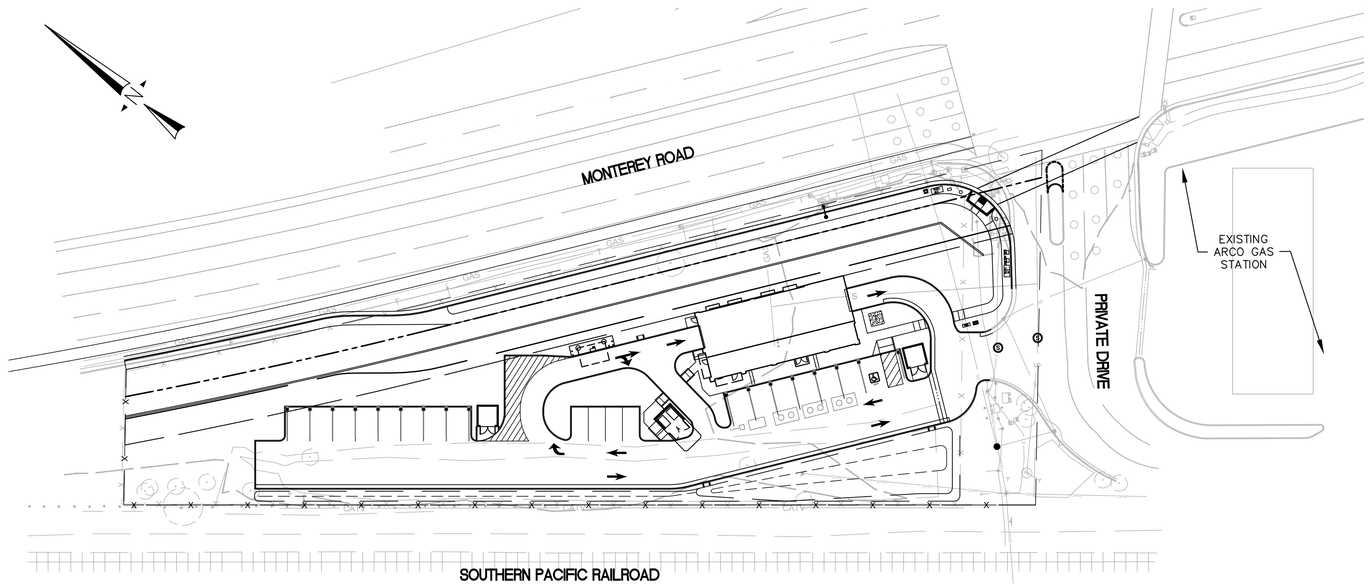
Joseph Samaha
Project Manager
Phone: 916-606-9986
Joseph.Samaha@stantec.com

Attachment: Statement of Proposed Operations (1850 : UP2018-0004 Monterey-Bluewave)

ENTITLEMENT DRAWINGS
FOR
BLUEWAVE EXPRESS CAR WASH
MORGAN HILL, CALIFORNIA



VICINITY MAP
NOT TO SCALE



OVERALL DEVELOPMENT PLAN
1" = 40'

PROJECT SUMMARY TABLE:

APN:	764-10-008
PROPERTY ADDRESS:	18625 MONTEREY ROAD MORGAN HILL, CA 95037
EXISTING SITE AREA:	1.41 ACRES
DEDICATION AREA:	0.16 ACRES
PROPOSED AREA:	1.25 ACRES
ZONING:	GENERAL COMMERCIAL (CG)
GENERAL PLAN DESIGNATION:	COMMERCIAL

MAJORITY OF THE PROJECT SITE IS WITHIN ZONE 'X' AND A SMALL PORTION IS WITHIN ZONE AH, ELEVATION 354.00' NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), AS SHOWN ON THE FLOOD INSURANCE RATE MAP NUMBER 06085C0443H, DATED MAY 18, 2009. ZONE AH IS WITHIN A DESIGNATED FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) 100-YEAR FLOODPLAIN.

APPLICANT:	BLUEWAVE EXPRESS DEVELOPMENT II, LLC 361 THIRD STREET, SUITE A SAN RAFAEL, CA 94901
CONTACT:	LOUIS TRUONG (415) 747-3040

SURVEY INFORMATION

EXISTING TOPOGRAPHIC INFORMATION DEPICTED HEREON IS BASED OFF A FIELD SURVEY PREPARED BY STANTEC, DATED JANUARY 11, 2018.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY IS N52°24'08"E ESTABLISHED BY FOUND MONUMENTS AS SHOWN ON COCHRANE RD.

BENCHMARK INFORMATION

ELEVATIONS SHOWN HEREON ARE BASED ON NATIONAL GEODETIC SURVEY (NGS) BENCHMARK R 19 (PID: HS2754)

ELEVATION: 353.29' (NAVD88)
DESCRIBED AS FOLLOWS: BENCH MARK DISK, SET IN A RETAINING WALL OR CONCRETE LEDGE, STAMPED "R 19 1919"

1 MI NW FROM MORGAN HILL. 1.05 MILES NORTHWEST ALONG THE SOUTHERN PACIFIC COMPANY RAILROAD FROM THE CROSSING OF EAST MAIN AVENUE AT MORGAN HILL, AT 24-INCH CAST IRON PIPE CULVERT 69.60, IN THE TOP OF THE SOUTHEAST END OF THE SOUTHWEST CONCRETE HEAD WALL, 9.8 FEET SOUTHWEST OF THE SOUTHWEST RAIL, AND ABOUT 3 FEET LOWER THAN THE TRACK.

Sheet List Table

Sheet Number	Sheet Title
G-001	COVER SHEET
C-001	PRELIMINARY SITE PLAN
C-002	CROSS SECTION DETAILS
C-003	CONCEPTUAL GRADING PLAN
C-004	PRELIMINARY WET UTILITY PLAN
C-005	CONCEPTUAL INTERSECTION LAYOUT
L-100	PRELIMINARY LANDSCAPE PLANT LIST
L-101	PRELIMINARY LANDSCAPE PLAN
L-102	PRELIMINARY LANDSCAPE PLAN

REV. NO.	DESCRIPTION	ENGR. INIT.	CITY ACCEPTANCE	
			BY	DATE

CONCEPTUAL PLAN REVIEW NUMBER: SR2017-0010

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BLUEWAVE EXPRESS
MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

COVER SHEET

PROGRESS SET
08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

G-001

Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)
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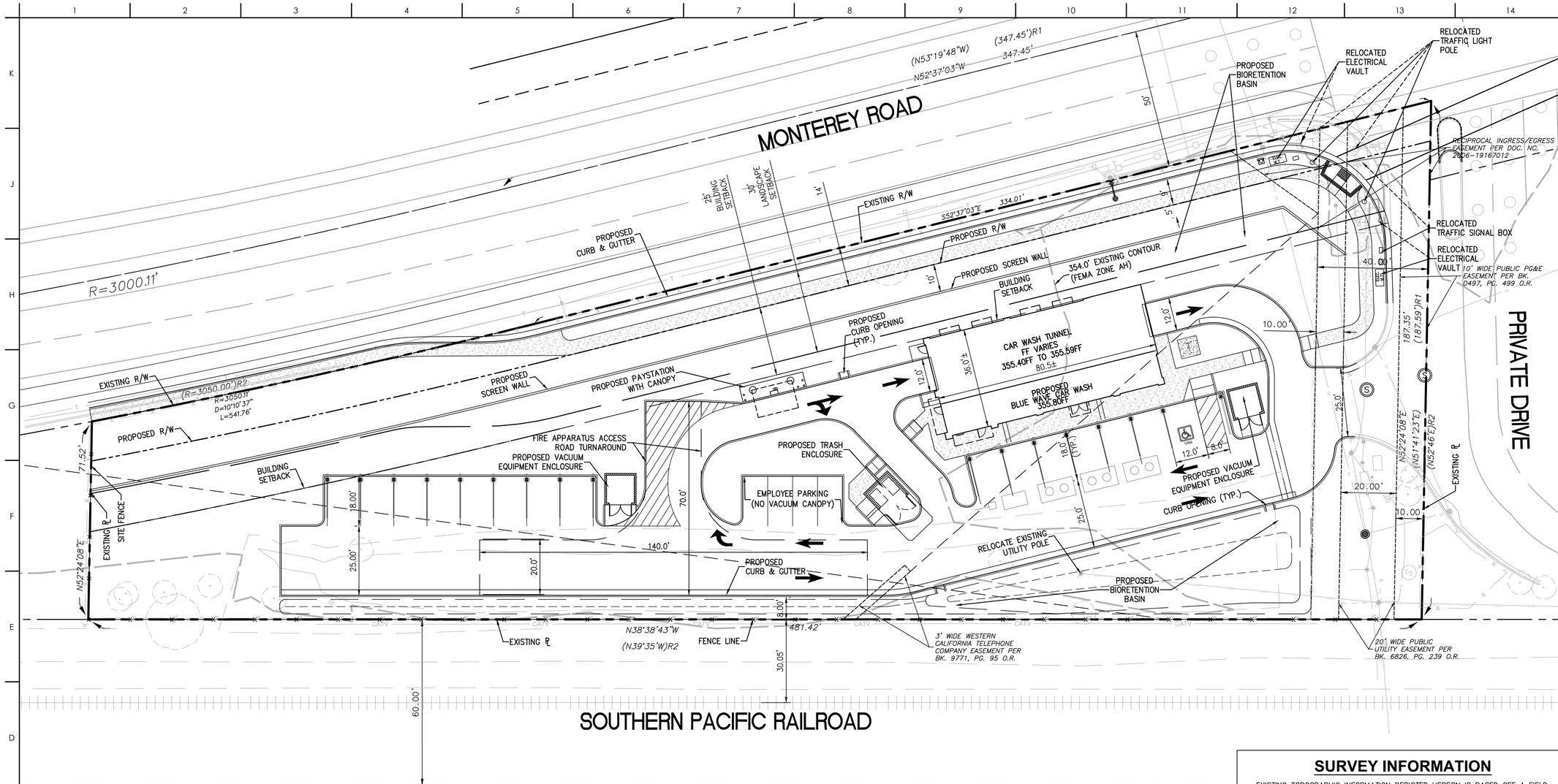

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OWNER:	BLUEWAVE EXPRESS DEVELOPMENT II, LLC 361 THIRD STREET, SUITE A SAN RAFAEL, CA 94901 CONTACT: BILL POLAND
APPLICANT:	BLUEWAVE EXPRESS DEVELOPMENT II, LLC 361 THIRD STREET, SUITE A SAN RAFAEL, CA 94901 CONTACT: LOUIS TRUONG (415) 747-3040

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DEDICATION AREA:	0.16 ACRES
PROPOSED AREA:	1.25 ACRES
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ZONING:	GENERAL COMMERCIAL (CG)
GENERAL PLAN DESIGNATION:	COMMERCIAL
BUILDING AREA:	2,880 S.F. = 5% OF PARCEL AREA
PARKING AREA:	4,248 S.F. = 8% OF PARCEL AREA
LANDSCAPE AREA:	26,090 S.F. = 48% OF PARCEL AREA
HARDSCAPE AREA (INCLUDES DRIVE AISLES):	21,232 S.F. = 39% OF PARCEL AREA

GRAPHIC SCALE

20 0 20 60

SCALE: 1" = 20'

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SURVEY INFORMATION

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REV. NO.	DESCRIPTION	ENGR. INIT.	CITY ACCEPTANCE	
			BY	DATE

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BLUEWAVE EXPRESS MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

PRELIMINARY SITE PLAN

PROGESS SET 08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

C-001

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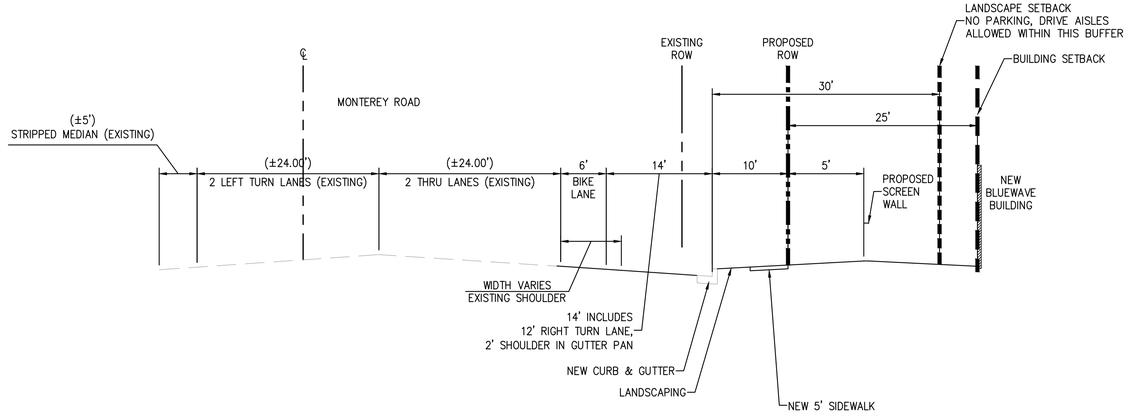
Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)



SECTION A

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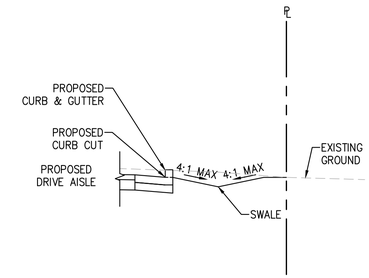

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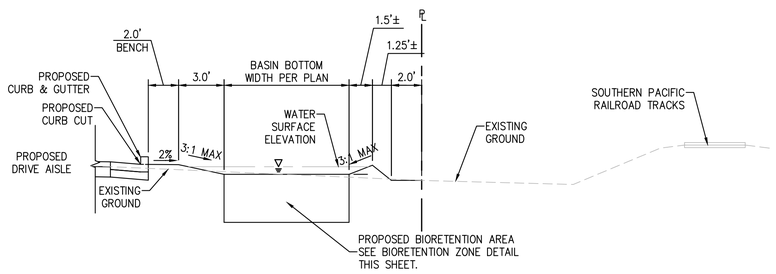

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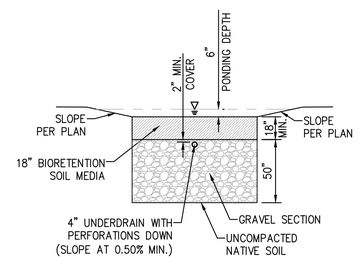

BIORETENTION ZONE

N.T.S.

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BLUEWAVE EXPRESS MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

CROSS SECTION DETAILS

PROGESS SET
08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

C-002

Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)
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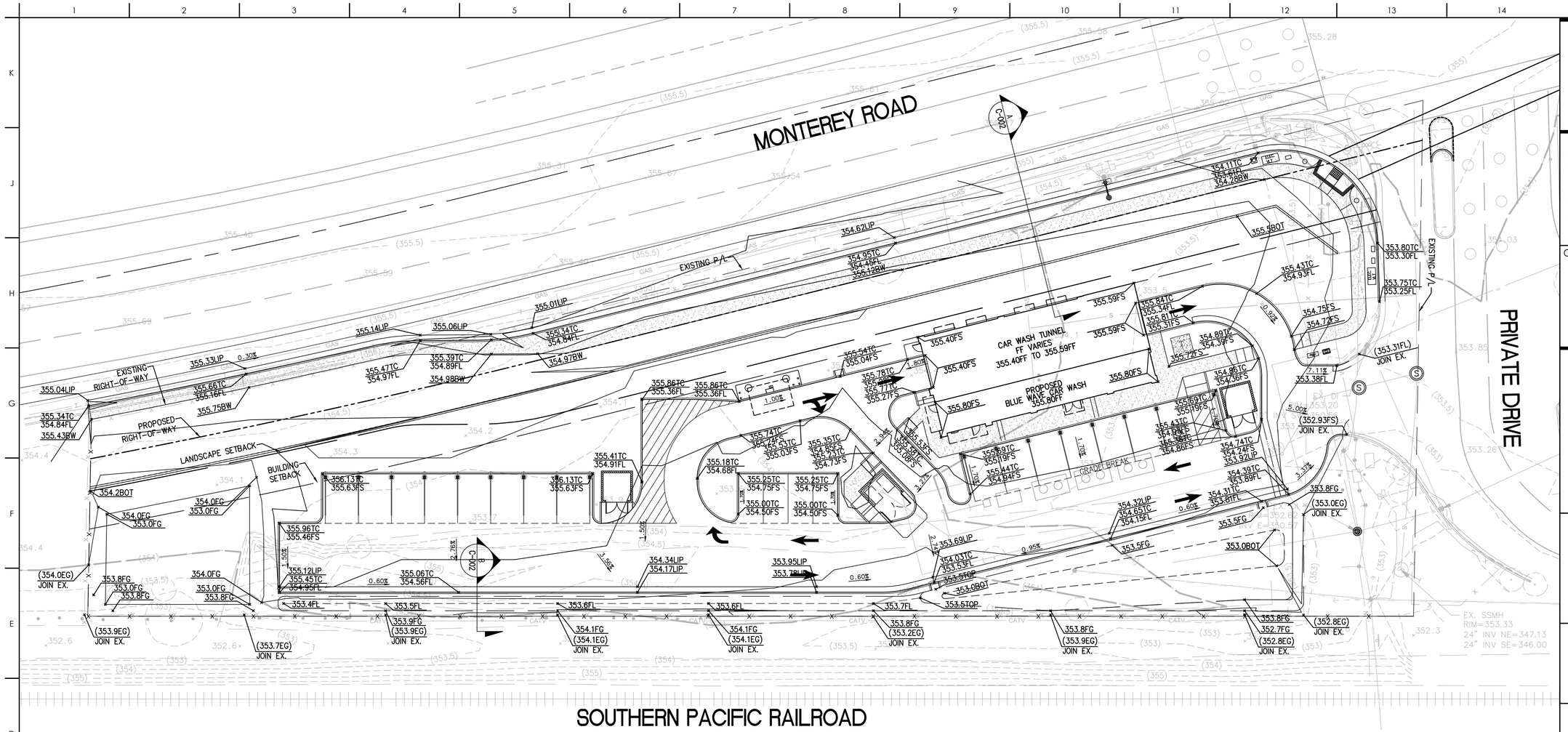

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		GENERAL PLAN DESIGNATION:	COMMERCIAL
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OWNER: BLUEWAVE EXPRESS DEVELOPMENT II, LLC
361 THIRD STREET, SUITE A
SAN RAFAEL, CA 94901
CONTACT: BILL POLAND

APPLICANT: BLUEWAVE EXPRESS DEVELOPMENT II, LLC
361 THIRD STREET, SUITE A
SAN RAFAEL, CA 94901
CONTACT: LOUIS TRUONG
(415) 747-3040

GRAPHIC SCALE
20 0 20 60
SCALE: 1" = 20'

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SURVEY INFORMATION

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BLUEWAVE EXPRESS MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

CONCEPTUAL GRADING PLAN

PROGESS SET
08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

C-003

Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)
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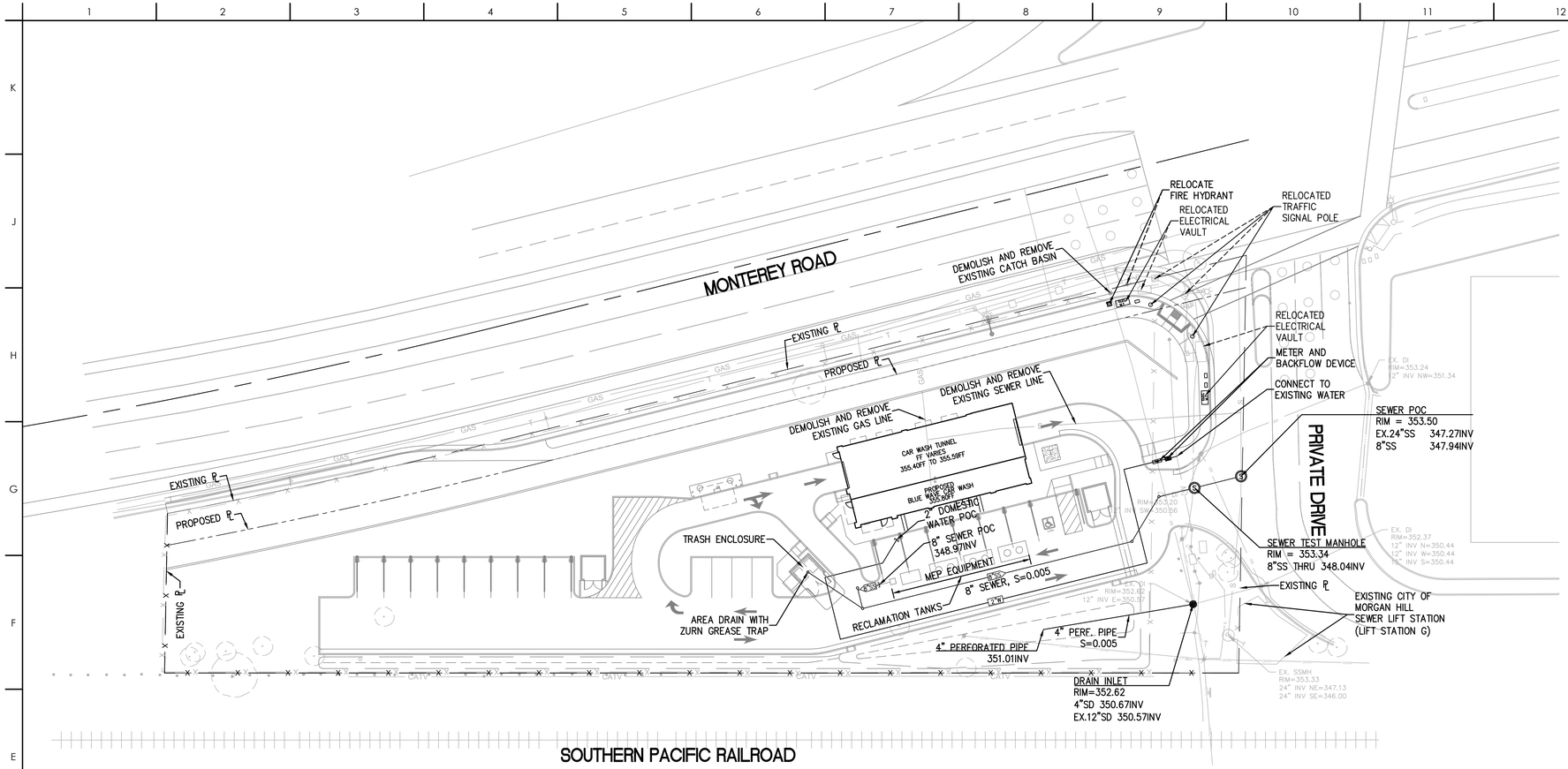

GRAPHIC SCALE

30 0 30 90

SCALE: 1" = 30'

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PRELIMINARY NOT FOR CONSTRUCTION

BLUEWAVE EXPRESS MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

PRELIMINARY WET UTILITY PLAN

PROGESS SET 08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

C-004

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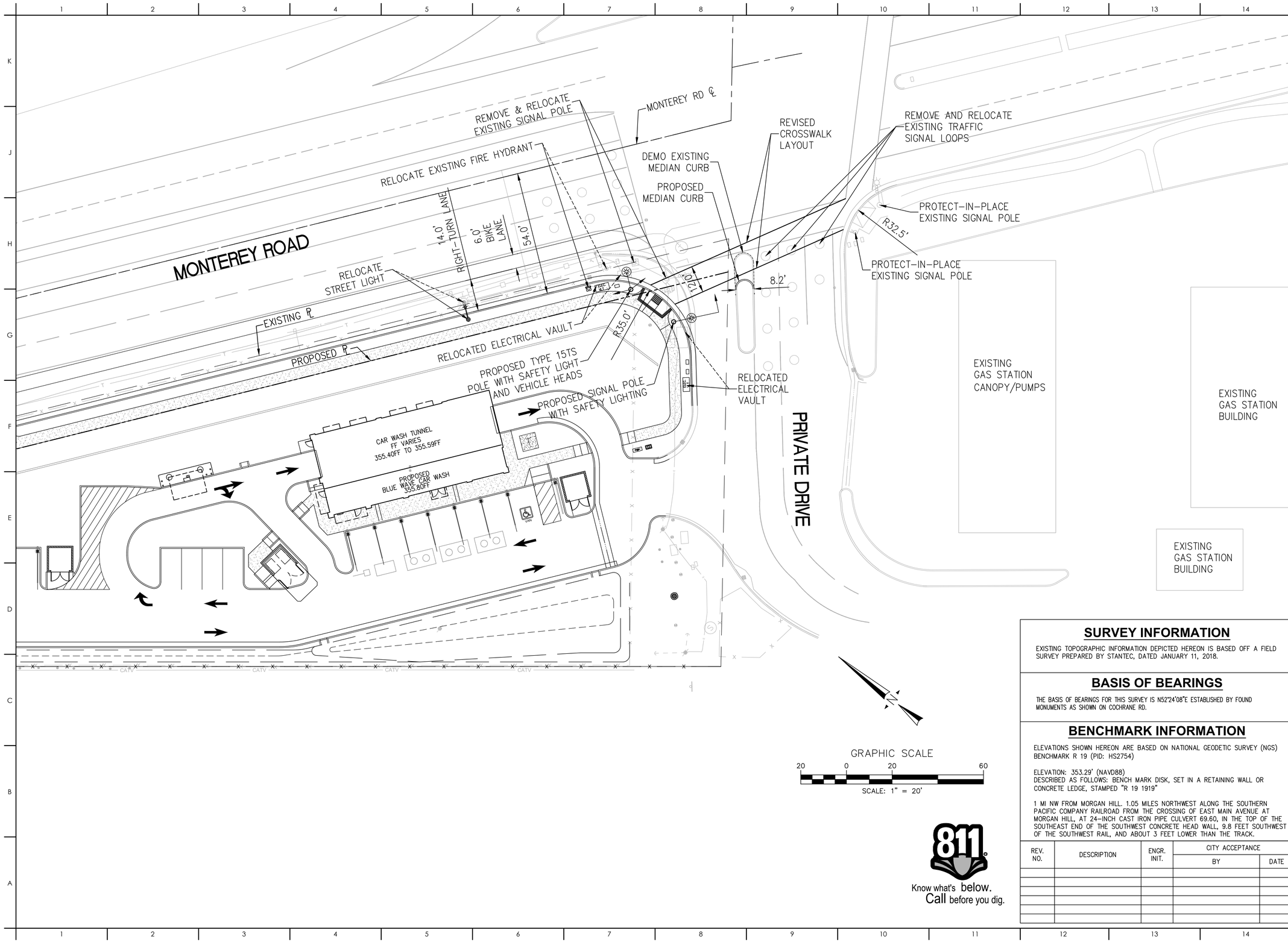

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BLUEWAVE EXPRESS MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

CONCEPTUAL INTERSECTION LAYOUT

PROGESS SET 08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

C-005

Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)
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PROJECT INFORMATION	
DATE:	03.05.2018
PROJECT APPLICANT:	BLUEWAVE EXPRESS DEVELOPMENT II, LLC
APPLICANT CONTACT INFO:	
APPLICANT EMAIL:	
PROJECT ADDRESS:	18625 MONTEREY ROAD, MORGAN HILL CA 95037
PARCEL NUMBER:	764-10-008
TOTAL LANDSCAPE AREA:	30,625 SQUARE FEET
TURF AREA:	0 SQUARE FEET
NON-TURF PLANT AREA:	30,625 SQUARE FEET
SPECIAL LANDSCAPE AREA:	0 SQUARE FEET
WATER FEATURE WET SURFACE AREA:	0 SQUARE FEET
WATER SUPPLY TYPE:	POTABLE

LANDSCAPE DESIGN INTENT

1. PLANTING IS DESIGNED WITH THE INTENT TO MEET THE WATER EFFICIENCY GOALS OF CHAPTER 18.73 OF THE MORGAN HILL MUNICIPAL CODE.
2. ALL LOCAL CODES AND ORDINANCES SHALL BE COMPLIED WITH.
3. ALL PLANT MATERIAL SHALL MAINTAIN A THREE FOOT (3') CLEARANCE AROUND ALL FIRE DEPARTMENT APPARATUS.
4. DESIGN INTENT IS TO CREATE VISUAL INTEREST WHILE CHOOSING HEARTY, DROUGHT-TOLERANT PLANT SPECIES. PARKING LOT PLANTING AREAS ARE DESIGNED TO BE COLORFUL AND ORNAMENTAL, WHILE PLANTING AROUND THE PERIMETER OF SITE IS INTENDED TO SCREEN THE VISUAL IMPACT OF VEHICLES.
5. IN PLANTING AREAS WHERE SLOPES OCCUR, PLANT CHOICES WERE SELECTED TO PROVIDE EROSION CONTROL.
4. CONTRACTOR SHALL SUBMIT A SOIL SAMPLE OF TOPSOIL TO BE IMPORTED AND NATIVE ON-SITE SOIL, AND HAVE THE SAMPLES ANALYZED BY A REPUTABLE FIRM TO DETERMINE REQUIRED SOIL AMENDMENTS.
5. ALL TREES SHALL BE PLANTED A MINIMUM OF 5' FROM EXISTING UNDERGROUND UTILITIES. TREES SHALL BE PLANTED WITH ROOT CROWN 1" ABOVE FINISH GRADE.
6. ALL LANDSCAPE PLANTERS SHALL RECEIVE A 3" DEPTH OF BARK MULCH.
7. THE IRRIGATION SYSTEM HAS BEEN DESIGN TO UTILIZE LOW-VOLUME DRIP IRRIGATION WITH A WEATHER BASED "SMART" IRRIGATION CONTROLLER UTILIZING EVAPOTRANSPIRATION DATA TO EFFICIENTLY SCHEDULE IRRIGATION EVENTS. AN ON-SITE RAIN/FREEZE SENSOR WILL INTERRUPT THE REGULAR IRRIGATION SCHEDULE IN THE EVENT A RAIN OR FREEZE EVENT OCCURS.

CONCEPT PLANT LEGEND

OAK ENTRY TREES – 36" BOX	4	
QUERCUS AGRIFOLIA / COAST LIVE OAK		36"BOX
QUERCUS SHUMARDII / SHUMARD RED OAK		36"BOX
QUERCUS SUBER / CORK OAK		36"BOX
STREET TREES – 36" BOX	13	
PLATANUS X ACERIFOLIA / LONDON PLANE TREE		36"BOX
ACCENT TREES – 15 GAL	8	
ARBUTUS X 'MARINA' / ARBUTUS STANDARD		15 GAL
CERCIS OCCIDENTALIS / WESTERN REDBUD		15 GAL
LAGERSTROEMIA X 'NATCHEZ' / CRAPE MYRTLE		15 GAL
LOW WATER USE SHRUBS & GROUNDCOVERS – 5 GAL	25,980 SF	
ARCTOSTAPHYLOS UVA-URSI 'EMERALD CARPET' / EMERALD CARPET MANZANITA		5 GAL
CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS		5 GAL
CEANOTHUS GRISEUS HORIZONTALIS 'CARMEL CREEPER' / CARMEL CREEPER		5 GAL
CEANOTHUS MARITIMUS 'VALLEY VIOLET' / MARITIME CEANOTHUS		5 GAL
DIETES X 'NOLA ALBA' / KATRINA AFRICAN IRIS		5 GAL
MUHLENBERGIA RIGENS / DEER GRASS		5 GAL
PENNISETUM ALOPECUROIDES 'HAMELN' / HAMELN DWARF FOUNTAIN GRASS		5 GAL
PENNISETUM ALOPECUROIDES 'LITTLE BUNNY' / LITTLE BUNNY FOUNTAIN GRASS		5 GAL
PENNISETUM ORIENTALE 'KARLEY ROSE' / KARLEY ROSE FOUNTAIN GRASS		5 GAL
PHORMIUM TENAX 'ATROPURPUREUM' / PURPLE NEW ZEALAND FLAX		5 GAL
RHAPHIOLEPIS UMBELLATA 'MINOR' / DWARF YEDDA HAWTHORNE STANDARD		5 GAL
ROSA X 'FLOWER CARPET RED' / ROSE		5 GAL
ROSMARINUS OFFICINALIS 'PROSTRATUS' / DWARF ROSEMARY		5 GAL
LOW WATER USE SCREENING SHRUBS	500 SF	
USED TO SCREEN UTILITIES AND TRASH ENCLOSURES.		
MUHLENBERGIA RIGENS / DEER GRASS		15 GAL
NERIUM OLEANDER 'PETITE WHITE' / OLEANDER		15 GAL
PENNISETUM ALOPECUROIDES / FOUNTAIN GRASS		15 GAL
PHORMIUM TENAX 'MAORI QUEEN' / NEW ZEALAND FLAX		15 GAL
RHAPHIOLEPIS INDICA 'BALLERINA' / BALLERINA INDIAN HAWTHORN		15 GAL
SWALE GRASSES & PLANTS – 5 GAL	3,195 SF	
CAREX DIVULSA / BERKELEY SEDGE		SOD
CAREX PANSA / SANDDUNE SEDGE		SOD
CHONDROPETALUM TECTORUM / CAPE RUSH		SOD
EPILOBIUM CANUM LATIFOLIUM 'EVERETT'S CHOICE' / HUMMINGBIRD TRUMPET		SOD
JUNCUS PATENS 'ELK BLUE' / SPREADING RUSH		SOD
BIOSWALE SOD GRASS MIX	950 SF	
FESTUCA RUBRA / RED FESCUE		5 GAL
HORDEUM BRACHYANTHERUM / MEADOW BARLEY		5 GAL
HORDEUM BRACHYANTHERUM CALIFORNICUM / CALIFORNIA MEADOW BARLEY		5 GAL
STIPA PULCHRA / PURPLE NEEDLE GRASS		5 GAL

LANDSCAPE PARAMETER	REQUIREMENTS	PROJECT COMPLIANCE
TURF AND NON-TURF AREAS	TOTAL TURF AREA SHALL NOT EXCEED 25% OF THE LANDSCAPE AREA, OR 1,250 SQUARE FEET, WHICHEVER IS LESSER IN AREA. ALL TURF AREAS SHALL BE WIDER THAN EIGHT (8) FEET AND NOT HAVE SLOPES EXCEEDING 25%. AT LEAST 80% OF NON-TURF AREA SHALL CONSIST OF NATIVE OR LOW WATER USE PLANTS. ALL PLANTS SHALL BE NON-INVASIVE.	YES
HYDROZONES	PLANTS WITH SIMILAR WATER NEEDS SHALL BE GROUPED WITHIN HYDROZONES. EACH HYDROZONE SHALL BE CONTROLLED BY A SEPARATE VALVE.	YES
IRRIGATION SYSTEM	SYSTEMS SHALL BE DESIGNED AND MAINTAINED TO MINIMIZE WATER WASTE. LOW-VOLUME IRRIGATION SHALL BE UTILIZED IN NON-TURF AREAS. AUTOMATIC IRRIGATION CONTROLLER UTILIZING EITHER EVAPOTRANSPIRATION OR SOIL MOISTURE SENSOR DATA FOR IRRIGATION SCHEDULING AND HAVING SENSORS THAT SUSPEND OR ALTER OPERATION DURING UNFAVORABLE WEATHER CONDITIONS SHALL BE REQUIRED.	YES
SOIL	A MINIMUM OF EIGHT (8) INCHES OF NON-COMPACTED TOPSOIL SHALL BE AVAILABLE IN PLANTED AREAS.	YES
	SOIL AMENDMENTS, SUCH AS COMPOST OR FERTILIZER, SHALL BE APPROPRIATELY ADDED ACCORDING TO THE SOIL CONDITIONS AT THE PROJECT SITE AND BASED ON WHAT IS APPROPRIATE FOR THE SELECTED PLANTS.	YES
MULCH	A MINIMUM TWO (2) INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS, EXCEPT IN AREAS OF DIRECT SEEDING APPLICATION (E.G. HYDRO-SEED).	YES

I AM AWARE OF AVAILABLE INFORMATIONAL RESOURCES REGARDING NATIVE AND LOW WATER USE PLANTS, IRRIGATION EFFICIENCY, AND OTHER ASPECTS OF WATER-EFFICIENT LANDSCAPING. I CERTIFY THAT THE INFORMATION PROVIDED ON THIS CHECKLIST IS CORRECT, AND I UNDERSTAND THAT ANY CHANGES TO THE PROJECT WILL NECESSITATE A NEW CHECKLIST.

8.20.2018

SIGNATURE OF PROPERTY OWNER OR AUTHORIZED REPRESENTATIVE	DATE

BLUEWAVE

Stantec
555 Capitol Mall Suite 650
Sacramento, CA 95814-4583
www.stantec.com
916.442.3230

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PRELIMINARY NOT FOR CONSTRUCTION

BLUEWAVE EXPRESS MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

PRELIMINARY LANDSCAPE PLANT LIST

PROGESS SET 08/17/2018

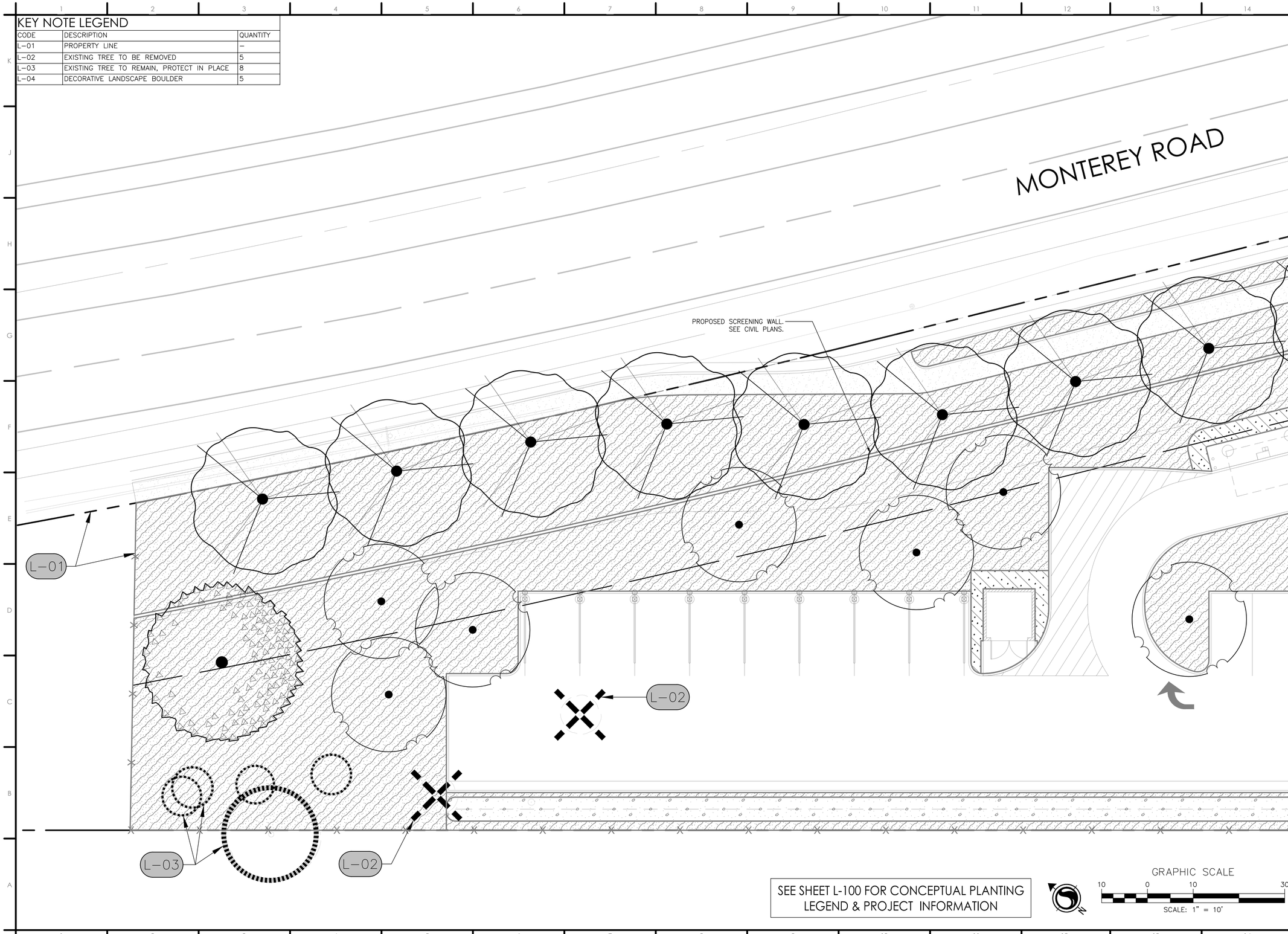
Project Number	222310684
Drawn By	PSS
Checked By	JMS

L-100

Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)
V:\2042\active\222310684_LANDSCAPE\preliminary\drawing\exhibits\10684L-LX7001.dwg modified by — on 8/20/2018 10:04 AM

KEY NOTE LEGEND

CODE	DESCRIPTION	QUANTITY
L–01	PROPERTY LINE	–
L–02	EXISTING TREE TO BE REMOVED	5
L–03	EXISTING TREE TO REMAIN, PROTECT IN PLACE	8
L–04	DECORATIVE LANDSCAPE BOULDER	5



SEE SHEET L-100 FOR CONCEPTUAL PLANTING LEGEND & PROJECT INFORMATION

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BLUEWAVE EXPRESS MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

PRELIMINARY LANDSCAPE PLAN

PROGESS SET 08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

L-101

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Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)

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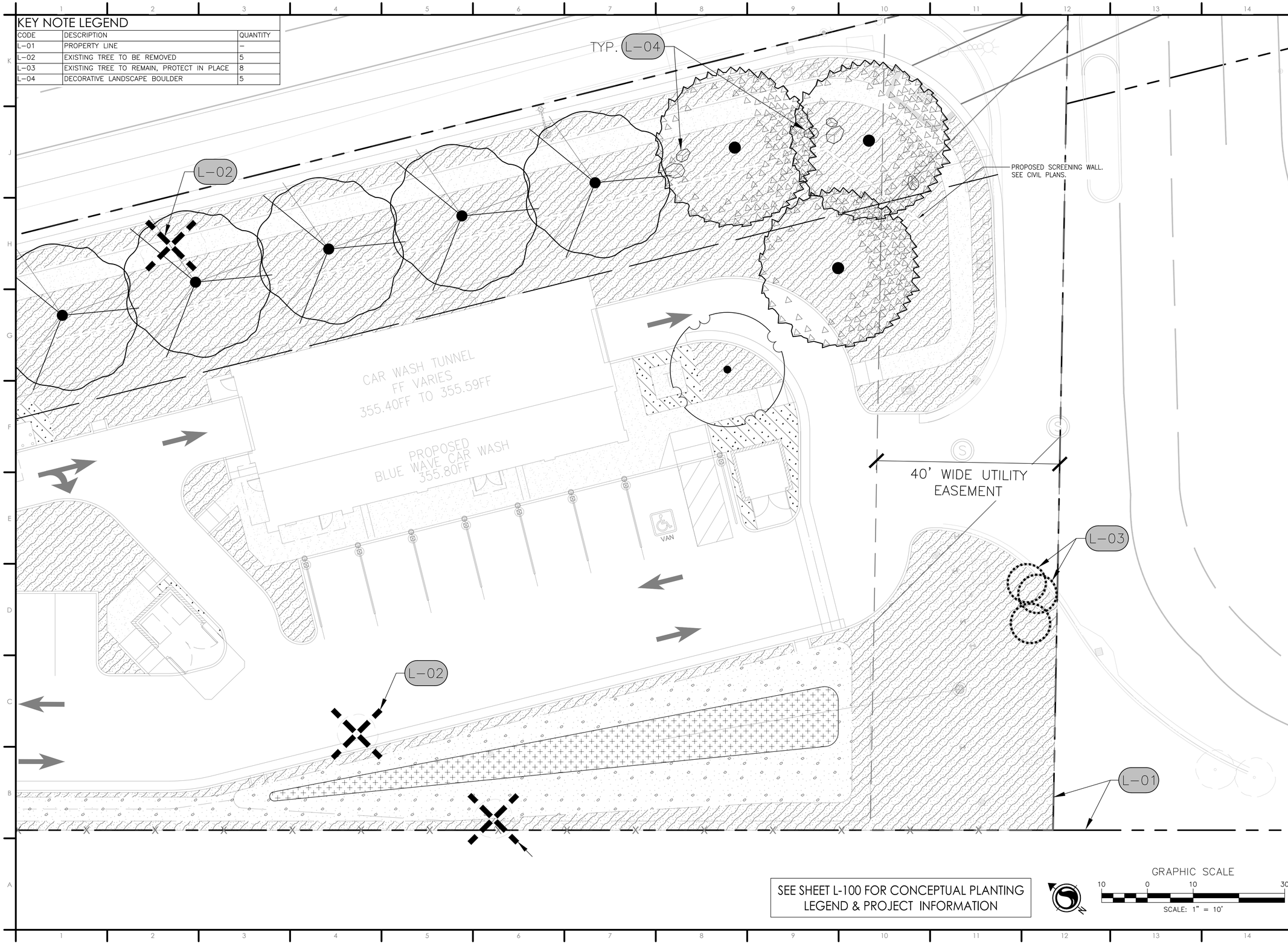

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PRELIMINARY
NOT FOR CONSTRUCTION

BLUEWAVE EXPRESS
MORGAN HILL

18625 MONTEREY ROAD
MORGAN HILL, CA

PRELIMINARY
LANDSCAPE
PLAN

PROGESS SET
08/17/2018

Project Number	222310684
Drawn By	PSS
Checked By	JMS

L-102

Attachment: Plans (1850 : UP2018-0004 Monterey-Bluewave)
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Stantec

Memo

To:	Rich Buikema Planning – City of Morgan Hill	From:	Joseph Samaha, Tracie Ferguson Stantec – Sacramento
Project #:	CUP Application UP2018-004	Date:	September 5, 2018

Reference: Bluewave Express Morgan Hill CUP Noise to Neighboring Properties

INTRODUCTION

This memo presents Stantec's analysis and comments resulting from a property line analysis of exterior noise from the blowers and vacuum systems in the Bluewave Express Morgan Hill CUP project in Morgan Hill, California. All information contained in this memo is based on the site plan within the August 22, 2018 Progress Set, and blower and vacuum system sound pressure level data received from the manufacturers. This information is included as an attachment to this memo.

PROJECT LOCATION

The Bluewave Express Morgan Hill CUP project is located between Monterey Road and the Southern Pacific Railroad tracks in Morgan Hill, California. The project will include a car wash tunnel and two vacuum system locations. Single family residences are located to the southwest of the project site and multifamily residential buildings are to the east. There is a concern with noise from the blower within the car wash tunnel and the two vacuum systems to the adjacent noise-sensitive residential receivers.

DESIGN CRITERIA

Section 18.48.075 "Noise" of the Morgan Hill, CA Municipal Code states the following:

A. *"At the lot line of all uses specified in Section 18.48.010, the maximum sound generated by any use shall not exceed seventy to seventy-five dB(A) when adjacent uses are industrial or wholesale uses. When adjacent to offices, retail or sensitive industries, the sound level shall be limited to sixty-fix to seventy dB(A). When uses are adjacent or contiguous to residential, park, or institutional uses, the maximum sound level shall not exceed sixty dB(A).*

B. *Excluded from these standards are occasional sounds generated by the movement of railroad equipment, temporary construction activities, or warning devices."*

What this means for the Bluewave Express Morgan Hill CUP project is that noise from the blowers and the vacuum systems cannot exceed 60 dB(A) at the neighboring residential receivers.

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Stantec

Reference: **Bluewave Express**

ANALYSIS CONDITIONS AND RESULTS

The following assumptions were used in the noise analysis of the blower and vacuum systems:

- The following distances were assumed between the equipment and the residential receivers:

	Assumed Distance to Single Family Residential at Old Monterey and Sanchez	Assumed Distance to Single Family Residential at Old Monterey and Paloma	Assumed Distance to Multifamily Residential
Blower	235'	291'	375'
Vacuum System 1	198'	289'	360'
Vacuum System 2	306'	164'-6"	554'

- The blower and both vacuum systems were assumed to be operating simultaneously to simulate a worst-case scenario.
- Actual measured sound pressure levels were provided by both the blower and vacuum system manufacturers. The worst-case sound pressure level of 92.2 dB(A) at 1 meter was used in the analysis for the blower. A sound pressure level of 60 dB(A) at 3 feet outside the cinder block enclosure was used in the analysis for the vacuum systems.
- No additional factor of safety over using worst-case noise levels was included in the analysis to account of unforeseen environmental effects, such as topography, wind, or temperature gradients.

Using the provided sound data and the assumptions listed above, the estimated noise level at the receivers are as follows:

- Single Family Residence at Old Monterey and Sanchez: **60 dB(A)**
- Single Family Residence at Old Monterey and Paloma: **58 dB(A)**
- Multifamily Residence: **56 dB(A)**

All noise levels are expected to meet the requirements of the Morgan Hill Municipal Code with no further mitigation.

The values presented herein represent a conservative estimate, demonstrating a maximum of 60 db(A) at the adjacent residential units, in the condition where the existing chain link fence on the southwesterly property line is to remain in place. Should the Owner elect to build a 6-foot masonry block screen wall along the southwest property line adjacent to the railroad tracks, that should further reduce these anticipated noise levels coming from the site. However, the results above indicate that this wall is not required for noise mitigation to meet municipal code requirements.

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Stantec

Reference: **Bluewave Express**

Please do not hesitate to contact us with any questions or if further information is required.

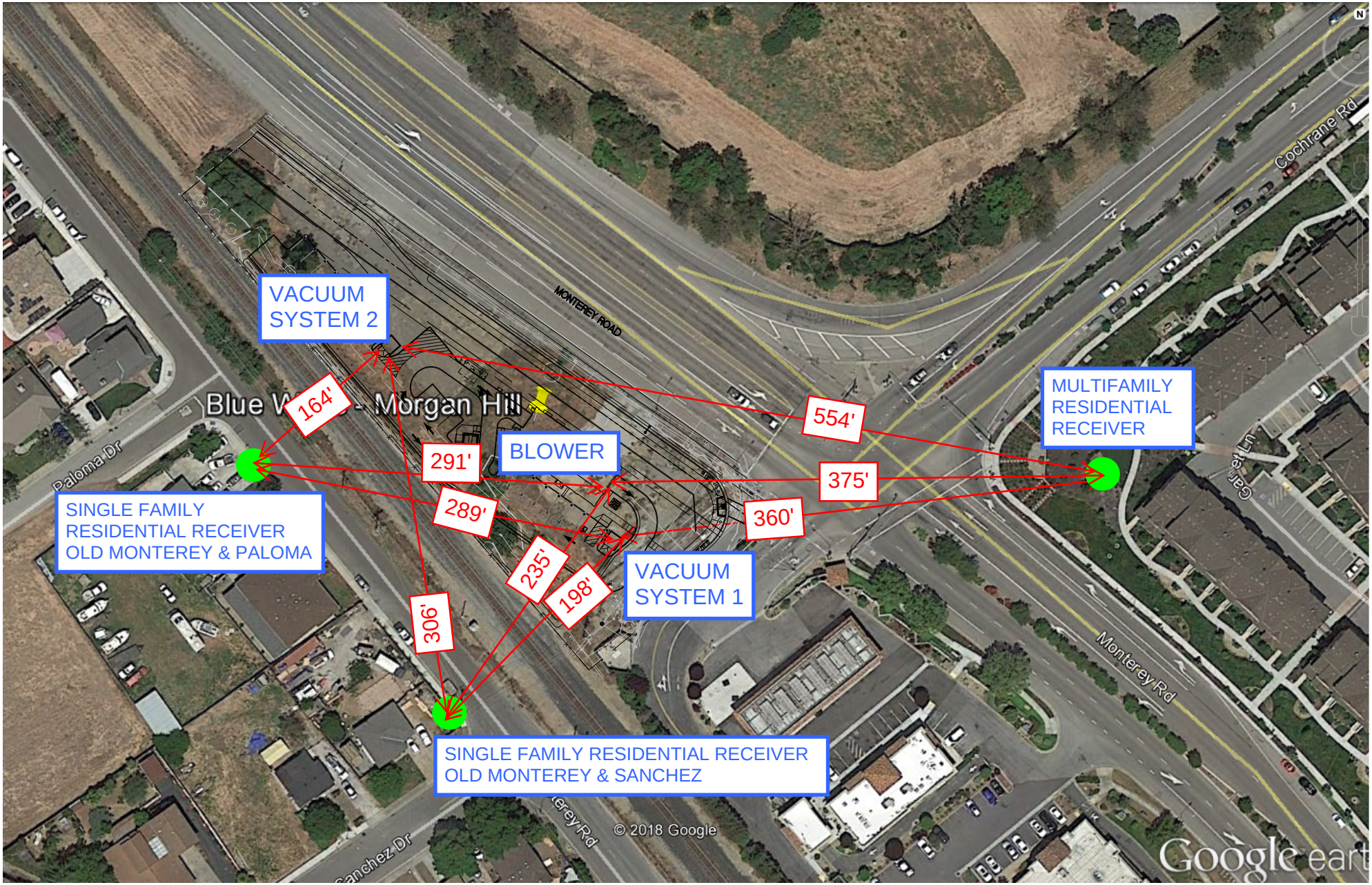
Stantec Consulting Services Inc.

Tracie J Ferguson

Tracie Ferguson
Senior Associate - Acoustics
Phone: (415) 281-5438
Tracie.Ferguson@stantec.com

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

ATTACHMENT - SITE PLAN WITH AERIAL OVERLAY



Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

ATTACHMENT - VACUUM SYSTEM SOUND LEVEL READINGS

VACUTECH

SOUND LEVEL METER READINGS

MODEL: FT-DD-T440HP3 (40hp T4 VACSTAR TURBINE VACUUM PRODUCER)

READING ONE: 60 DB-A, 3 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING TWO: 56 DB-A, 10 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING THREE: 51 DB-A, 20 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

READING FOUR: 44 DB-A, 30 FEET FROM TURBINE @ 45° ANGLE
AND NO BACKGROUND NOISE OR OUTSIDE INTERFERENCE.

NOTE: THESE READINGS WERE TAKEN OUTSIDE OF 8'x10'x8' CINDER BLOCK ENCLOSURE WITH CONCRETE SLAB AND NO ROOF.

SOUND LEVEL METER USED:

SIMPSON MODEL #40003 – MSHA APPROVED.
MEETS OSHA & WALSH-HEALY REQUIREMENTS FOR NOISE CONTROL.
CONFORMS TO ANSI S1.4-1983, IEC 651 SPECS FOR METER TYPE.

Vacutech
1350 Hi-Tech Drive, Sheridan WY, 82801
PHONE: (800) 917-9444 FAX: (303) 675-1988
EMAIL: info@vacutechllc.com
WEB SITE: vacutechllc.com

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Since 1957

1595 Clark Boulevard
Brampton, ON
L6T 4V1

Tel: (905) 793-9800
Fax: (905) 793-0641

July 25, 2007 Reference: BAEN00286072A

Mr. Bob MacNeil
MacNeil Wash Systems
423 Welham Road,
Barrie, Ontario L4N 8Y4

Noise Assessment – 10 &15 HP Fans
423 Welham Road
Barrie, Ontario

Buildings

Environment

Geotechnical

Infrastructure

Materials & Quality

Dear Mr. MacNeil:

1. Introduction

At the request of MacNeil Wash Systems (MacNeil), Trow Associates Inc. (Trow) performed a noise assessment of 10 HP and 15 HP car wash dryer fans at 423 Welham Road located in Barrie, Ontario. The assessment was performed on July 6, 10, and 13, 2007.

Trow understands that MacNeil develops and manufactures car wash systems and required a noise assessment of dryer fans to assess impact of baffle and foam insulation on noise produced by the fans. The assessment protocol evaluated the frequency distribution of noise and total noise (A weighting) produced by the fans under client defined operating conditions.

2. Equipment and Assessment Protocol

Noise produced by the fans was measured by a Quest 2900 Integrationg Sound Level Meter (S/N CDC030016) equipped with a Quest OB300 filter for measurement of frequency distribution. Measurement of total noise was made using dBA weighting and frequency measurements were made using dB Linear weighting.

The microphone was positioned in an upright position, 1 m above ground level for all measurements. Measurements were made within the MacNeil Wash Systems research and development facility located at 423 Welham Road. Fan location was in the centre of the facility, as far as practicable from all noise reflective surfaces. Extraneous noise within the facility was kept to a minimum during measurement activities. Extraneous noise sources at neighbouring facilities were outside the control of MacNeil and Trow, however Trow considers that such sources generally made minimal contribution to recorded noise values. In instances where

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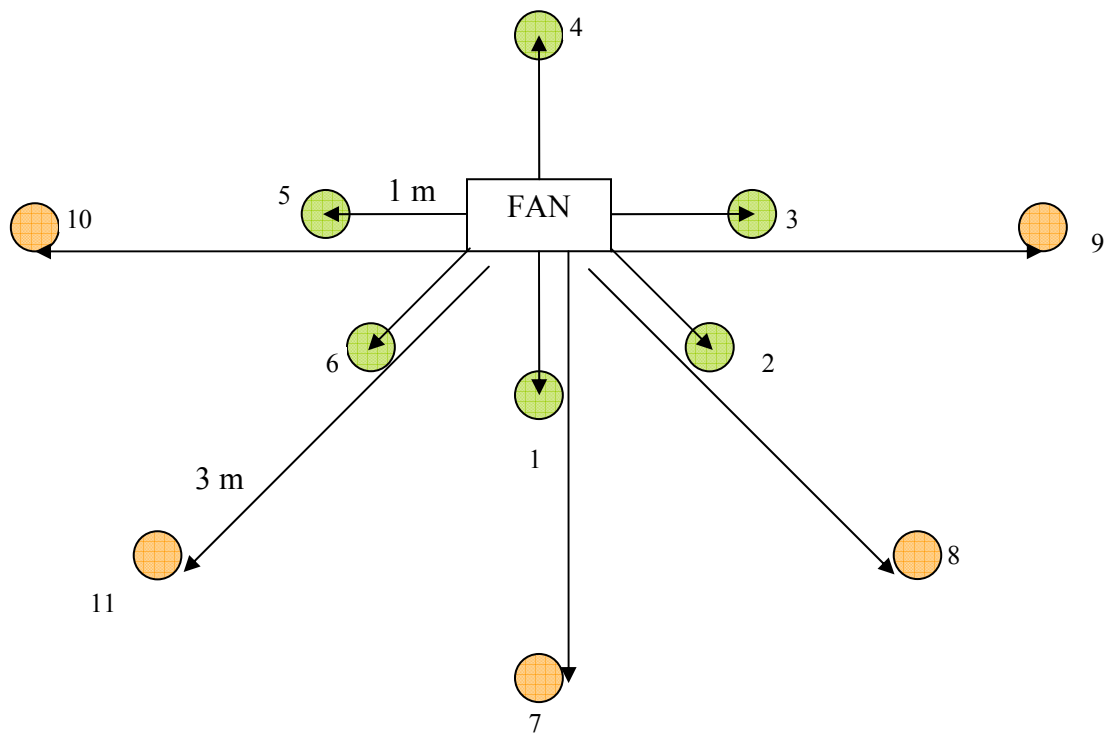
One Stop.

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

measurements may have been impacted by extraneous noise sources data has been highlighted. Trow recommends caution when evaluating highlighted data.

Measurements were made in a semi-circle to the front of each fan at distances of 1 m and 3m, with an additional measurement point located 1 m directly behind the fans. See Figure 1 below for measurement locations:

Figure 1. Noise Measuring Point Locations



Measurements of noise produced by 10 HP and 15 HP fans were made under the following operating conditions:

- No attenuation device fitted
- Baffle fitted (no foam), maximum air flow
- Baffle fitted (no foam), minimum air flow
- Baffle with foam insulation fitted, maximum air flow
- Baffle with foam insulation fitted, minimum air flow

Results

Equivalent noise levels (L_{eq}) for each measurement period are provided in tabular form below. Bar charts of significant data are also provided to facilitate evaluation of the impact of noise attenuation due to installation of the baffle, operation of fans at reduced air flow, and installation of foam installation within the baffle.

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Table 1. – Noise Produced by 10 HP Fan with No Attenuation

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	92.2	65.8	76.1	82.3	84.4	86.1	91.3	89.7	83.7	86.4	74.4	73.4
2	89.6	62.9	73.3	78.6	82.2	84.7	87.8	87.2	83.1	84.6	72.2	72.5
3	86.7	57.4	67.8	74	78.8	82.7	85	84.4	82.1	79.5	74.2	71.6
4	87.8	58.7	68.1	75.3	80.3	81.4	85.7	81.9	78.8	84	77.4	74.5
5	90	58	68	75.2	80.6	83.6	85.9	84.6	81.1	78.4	74.5	74.3
6	87.3	62.7	73	78.9	83.1	85.4	87.8	86.5	82.4	83.8	72.4	73.4
7	86.6	58.7	69.2	75	79	81.3	85.6	80.8	80.7	80.8	68.2	66.6
8	85	56.7	67.7	73.7	78	80	82.9	80.8	80.8	79.4	68.8	80.3
9	83.3	52.7	64	70.7	75.8	78.9	81.1	77.9	78.6	79.8	69.2	87.1
10	83.8	53.1	64.3	71.6	77.1	79.2	81.9	77.7	78	76	71.4	71.4
11	86.2	58.5	68.5	75.2	79.6	81.8	83.6	80.2	80.2	78.2	69.2	69.2

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Table 2. – Noise Produced by 10 HP Fan with Baffle at Maximum Air Flow (No Foam Insulation)

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	89.2	58	68.4	74.9	81.8	83.6	87.4	87.4	82.8	85.3	72.7	72.2
2	89.2	60.6	71.3	77.3	82.3	84	85.7	87.1	83.2	84.9	74.2	85.4
3	88	58.6	69.4	75.6	80.9	83.2	85.4	84.9	82.4	79.8	77.4	82.7
4	88.5	58.3	68.1	75.2	81.2	83.3	87.3	83.9	79.1	84.4	78.5	74.4
5	89.1	59.4	70	76.7	82.5	84.5	86.4	85.6	81.5	79.3	76.7	74.4
6	89.2	60.2	70.9	77.4	82.9	84	85.8	87.1	82.7	84.2	74.2	73.5
7	84.9	53.8	64.4	71.2	77.5	80.6	82.1	82	80.8	80.6	70.3	73.5
8	84.3	54.3	65.2	72.2	78.5	79.5	80.8	80.6	80.6	78.9	69.3	67.6
9	84.1	54.1	65.5	72	77.1	81.2	81.2	78.4	76.3	77.8	69.8	68.1
10	84.8	54.4	65.6	72.7	78.6	79.9	81.8	79.4	76.9	77	74.2	73.4
11	85	55.2	66.3	73.3	79.4	81.3	81.2	81.6	80.9	80	71.5	80.9

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Table 3. – Noise Produced by 10 HP Fan with Baffle at Minimum Air Flow (No Foam Insulation)

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	84.9	63.6	74.1	78	77.5	78.7	79.8	82.4	79.6	82.9	79.7	79
2	86.4	68.3	77.9	80.6	77.9	78.5	80	83.7	82.5	85.5	81.6	80.4
3	83.7	59.7	71.5	74	75.4	78.5	80	83.1	78.7	83.9	87.1	87.3
4	84.2	56.6	67.2	72.7	75.7	79.4	83.9	82.2	78.3	86.7	88.2	70.3
5	84.8	61.2	71	75.2	76.5	78.7	81.5	84.1	77	81.7	84.3	71.1
6	86.8	67.8	77.7	81.5	78.6	78	80.4	82.3	78.7	82.5	80.7	75.6
7	81.2	59.7	69.5	73.7	73.6	75.1	76.8	77.7	79.3	83.2	78.2	71.6
8	81.6	61	71.3	75	73.9	74.7	75.7	76.5	77.4	80.1	76.9	69.4
9	80.4	57.7	67.2	71.4	72.5	74.7	77	74.7	75.4	81.9	80.4	71.9
10	81.1	58.3	67.7	72.4	73.3	75.3	78.2	74.9	73.4	81.3	82.4	70.5
11	82.4	61.7	71.8	76.2	74.5	75.1	75.9	77.4	78.8	81.7	78.9	67.7

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Table 4. – Noise Produced by 10 HP Fan with Baffle and Foam Insulation at Maximum Air Flow

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	87.9	55.2	65.7	73.3	79	82.4	87.1	87.8	82.9	85.2	75	73.1
2	88.4	57	68	75.4	80.3	83.7	85.6	88	83.5	84.8	74.1	71
3	87.2	56.8	67.4	73.9	79.5	82.8	84.6	85.2	81.6	79.4	77.9	86.3
4	88	57.2	66.9	74.2	79.6	82	87.4	83.2	78.5	84.1	79.1	75.8
5	88.2	59.3	67.8	74.9	80.9	83.7	85.6	85.3	81.5	78.3	76	73.1
6	88.1	56.6	67.8	75.7	80.7	83	85.5	87.1	82.6	84.2	74.7	72.3
7	83.6	51.4	67.6	70.1	75.6	79	81.7	82.1	80.5	80.6	71.2	67.3
8	83.4	56.2	62.6	70.9	76.7	79.1	80.5	81	80.3	79	68.8	63.9
9	83	51.6	63.8	70.1	75.6	78.3	80.1	78.4	76.7	78.7	71.3	66.3
10	84.2	51.8	63.9	71.2	76.9	79.2	81.6	79.3	77.2	76.9	72.7	68.2
11	84.3	52.2	63.9	71.6	77.6	79.6	80.9	80.7	80.7	80	70.7	66.8

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Table 5. – Noise Produced by 10 HP Fan with Baffle and Foam Insulation at Minimum Air Flow

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	84.9	62.5	72.7	77	76.4	77.4	79.5	82.3	78.7	82.8	80	70.1
2	86.6	67.9	77.4	80.5	77.6	78.1	80	83.5	82.3	86.2	81.8	77.7
3	83.3	59.6	69	73.1	74.7	78	79.4	82.9	79.4	84.2	84.4	78.9
4	84.2	55.3	65.9	71.7	74.7	78.6	84.5	82.9	77.9	86.6	86.7	69.7
5	84.4	62.2	69.8	74.5	75.9	78.6	81.8	84.5	77.7	82.2	84.7	69
6	86.3	67.1	77.2	80.8	77.9	77.3	80.1	82	79.1	83.2	80.5	64.3
7	80.8	58.8	68.2	72.8	72.6	74	76.4	75.5	79.9	83.6	77.8	62.1
8	81.2	60.2	70.3	75	73.7	74.3	75.9	77.9	77.3	79.7	78.2	70.8
9	79.5	56.6	66.4	71.1	71.6	74	75.8	75.6	72.6	79.6	79.5	66.2
10	80.8	58.2	67.2	72.3	73	75.5	78.4	74.4	73.4	80.6	83.3	70.4
11	82	61.3	71.5	76.6	74.3	74.7	75.9	78	76.7	79.6	79.9	66.6

Table 6. – Noise Produced by 15 HP Fan with No Attenuation

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	95.8	66.2	76.6	82.4	85.7	89.6	96.2	92.5	83.6	86.1	74.1	68
2	94.5	64.2	75.2	80.8	84.6	87.5	93.1	89.7	83.9	85.1	73.1	67
3	92.6	61.7	71.6	78.5	83.9	87.2	90.8	87.9	85.4	81.3	77.2	72.2
4	92.6	62.8	72.8	79.2	84.4	87.1	92	84.2	84.4	86.1	79.4	72.8
5	92.9	61.4	72.2	79.7	85.4	87.6	91.6	88.2	84.6	82.7	74.5	69.4
6	95.5	66.1	76	82.1	86.5	90.6	94.1	90.9	84.2	85.7	74.1	68.9
7	89.9	60	70.9	77.6	81.4	84.6	89.4	83.5	81.3	81.6	70.6	63.6
8	89.4	59	70.8	77	81.1	84.3	87.7	82.8	81.8	81.1	72.2	68.9
9	89.2	55.3	67.4	74.8	79.9	84.1	87.4	81.3	80.4	78.6	71	63.1
10	89	56.2	68	75.7	80.7	84.5	87.5	81.3	80.5	77.8	73.1	69.2
11	90.3	60.1	71	77.7	82.3	86.1	87.9	82.4	82.5	81.4	71.8	64.2

Table 7. – Noise Produced by 15 HP Fan with Baffle at Maximum Air Flow (No Foam Insulation)

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	93.4	60.6	71.8	79.5	84.4	88.3	93.6	90.8	83.9	85.8	74.3	68.2
2	92.7	63	74.8	81.1	85.4	87.3	91.3	89.4	84.5	85.4	75	69.7
3	92.9	63.3	73.4	80.3	85.6	87.2	89.9	88.4	85.1	82.1	77.9	72.6
4	92.6	62.7	72.5	79.2	84.9	87.6	92.3	85.1	83.8	85.9	79.7	74.7
5	93.3	63.1	73.9	80.9	86	87.6	91.5	88.6	84.6	82.8	77.3	74.2
6	93.8	62.3	73.9	81	86.1	88.2	92.2	89.1	84.2	85.9	74.4	69.6
7	89.4	56.1	67.7	75.6	81	84.8	87.9	83.6	81.6	83	76	63.1
8	89	57.4	68.9	76.3	81.2	83.6	86	82.5	81.6	82	70.7	66.9
9	89.2	56.8	68.4	75.8	80.9	84	87.7	81.8	80.1	78.5	72.7	68.1
10	90	58	69	76.5	81.5	84.4	87.9	81.2	80.4	78.9	73.7	67.8
11	89.1	57.5	69.1	76.7	81.6	84	87.1	82.4	82.6	81.4	71.4	67.9

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Table 8. – Noise Produced by 10 HP Fan with Baffle at Minimum Air Flow (No Foam Insulation)

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	89.2	67.1	78.4	81.4	80.4	80.9	81.9	84.6	83	81.2	75.8	71.1
2	91.1	70.9	81.8	84.7	81.4	81.9	82.6	86.3	82.1	80.6	76.9	66.3
3	88.3	65.2	75.6	79.1	79.3	82.7	82.8	86.8	79.8	81	80.6	69.3
4	88	60.6	71.9	76.6	78.9	83.3	83.7	85.5	80.5	87.5	84.3	71.5
5	88.3	67.9	76.9	79.8	79.2	80.8	83.6	85.6	80.8	80.5	79.3	70.1
6	91.3	71.5	82.4	85.4	81	80.7	83.5	86	83	81.4	76.8	64.3
7	85.8	62.4	74	77.8	76.7	77.9	79.7	78.7	81.5	79.2	74	62.7
8	86.4	64.7	75.8	79.6	77.2	78.3	79.1	79.5	78.2	78.5	74	62.9
9	85.1	61	71.9	76	76.5	79.1	79.9	78.5	76.7	82	78.4	68.9
10	84.8	61.9	72.4	76.2	75.9	78.6	80.4	78.8	77.8	80.8	78.5	66.1
11	86.1	64.6	76	79.4	77.3	78	78.5	78.9	81.6	79.8	75.3	66.1

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

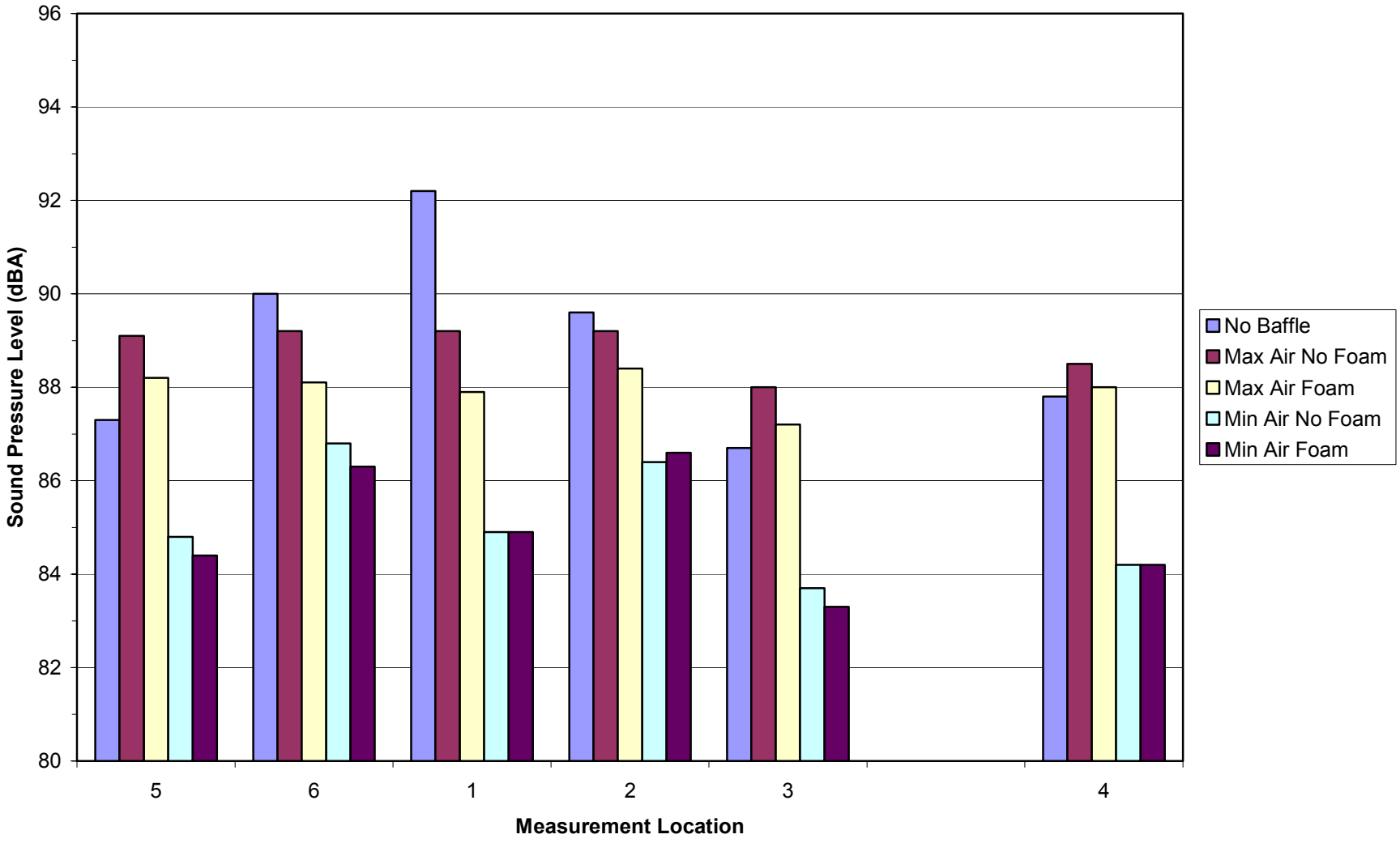
Table 9. – Noise Produced by 15 HP Fan with Baffle and Foam Insulation at Maximum Air Flow

Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	92.2	58.7	69.7	77.8	82.3	86.5	93.1	90.7	84.3	86.5	74.5	71.7
2	91.5	60.6	73.4	79.5	83.5	86.7	90.5	89.1	84.4	85.4	75	70.6
3	91.6	61.8	71.8	78.6	84.6	86.9	89.5	88.5	84.7	81.8	76	71.9
4	92.1	62.2	71.9	78.2	83.3	86.8	92.3	84.4	84	86.2	79.1	75.1
5	92.3	61.5	72.2	79.6	84.8	87.1	90.9	88.2	84.3	82.6	75	73
6	92.3	59.7	71.6	79.3	83.6	86.6	91.4	89.3	84	85.6	74	68.7
7	88.1	54.4	65.9	74.3	79.3	83.3	88.2	83.6	81.7	82.1	70	64.6
8	87.2	55.5	67.6	74.8	79.8	83.1	86.3	82.7	81.9	81.9	71.7	70.8
9	88.2	55.6	66.9	74.4	80	83.6	87.5	81.6	79.6	79	72.4	72.5
10	88.5	56	67.6	75	80.2	84	88.3	81.1	80	78.6	73.2	73.5
11	87.6	55.3	67.4	75.1	80	82.7	86.1	82	82.3	81.6	70.5	63.5

Table 10. – Noise Produced by 15 HP Fan with Baffle and Foam Insulation at Minimum Air Flow

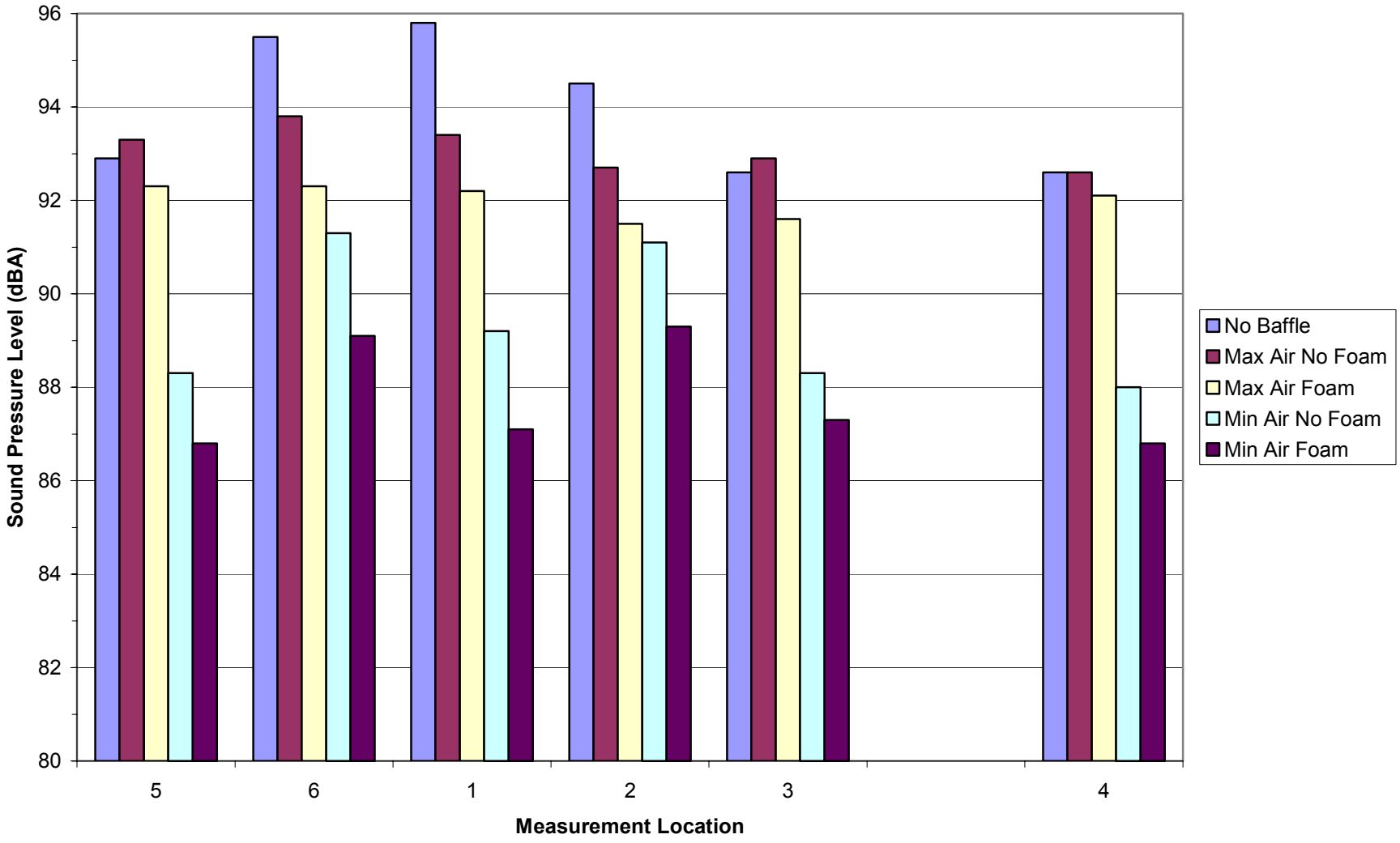
Measurement Station	Leq (dBA)	Leq 16k Hz (dBL)	Leq 8k Hz (dBL)	Leq 4k Hz (dBL)	Leq 2k Hz (dBL)	Leq 1k Hz (dBL)	Leq 500 Hz (dBL)	Leq 250 Hz (dBL)	Leq 125 Hz (dBL)	Leq 63 Hz (dBL)	Leq 31.5 Hz (dBL)	Leq 16 Hz (dBL)
1	87.1	65.9	77.3	80.5	79.5	80.1	81.2	84.5	82.9	81	75.7	69.4
2	89.3	69.9	80.7	83.8	80.5	81.7	82.2	85.9	81.8	80.3	77.1	72.5
3	87.3	63.7	74.2	77.9	78.5	83	82.7	86.1	79.6	80.7	80.4	72.2
4	86.8	58.8	70.4	75.5	78.6	82.5	84.2	84.2	80.5	86.7	84.5	69.2
5	86.8	66.3	75.2	78.4	78.6	80.4	83.2	85.3	80.3	79.8	79.3	69.7
6	89.1	70.2	80.8	83.9	79.8	80.4	83	85.7	82.3	81.1	77	68.7
7	84.4	61.2	72.7	76.8	75.9	77.5	80	78.6	81	78.8	74	65.7
8	83.7	63	74.7	78.5	76.4	78.1	78.5	79.4	78.4	78.1	74	73.5
9	83.7	59.3	70.7	74.9	80.5	79.1	80.2	77.9	77.3	82.1	77.8	72.2
10	83.3	60.7	71.5	75.2	75.4	78.3	80.2	78	78.1	80.9	78.1	72.2
11	84.6	63.3	74.9	78.8	76.4	77.8	79.1	78.1	81.3	79.5	75.6	66.2

Figure 2. Sound Pressure Levels Produced by 10HP Fan



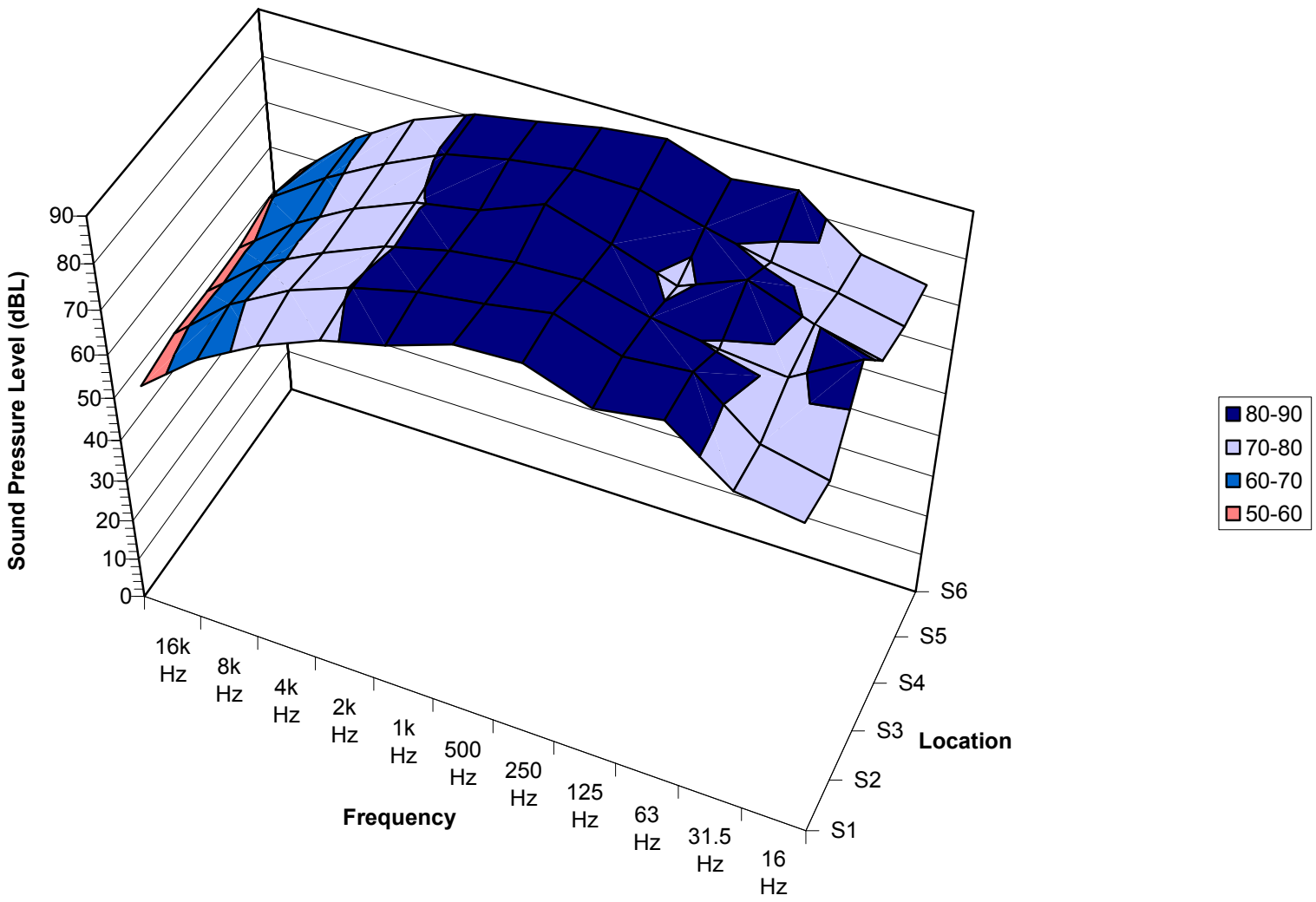
Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Figure 3. Sound Pressure Levels Produced by 15HP Fan



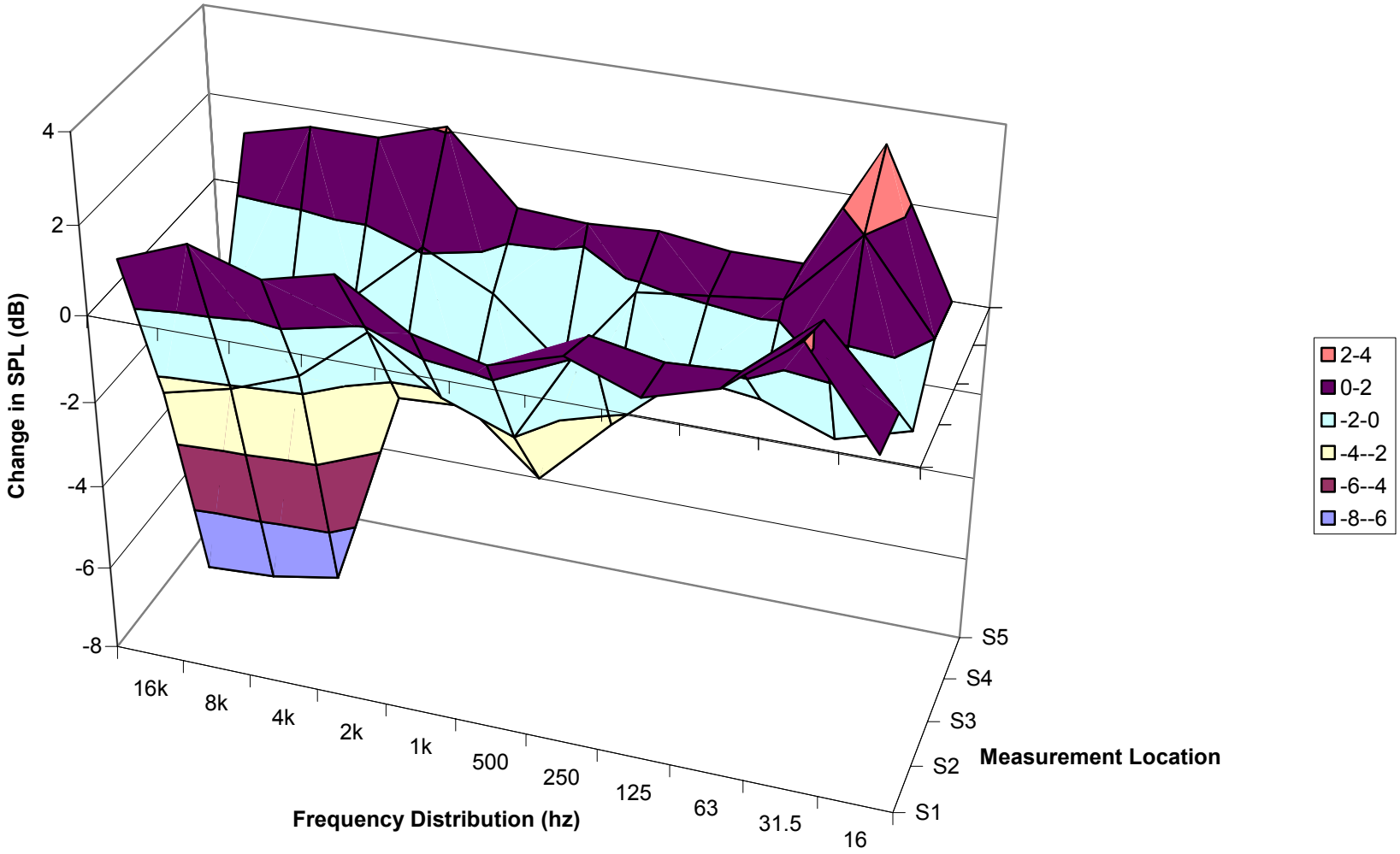
Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Figure 4. 10HP Fan Maximum Air Flow with Baffle. Frequency Distribution at 1m



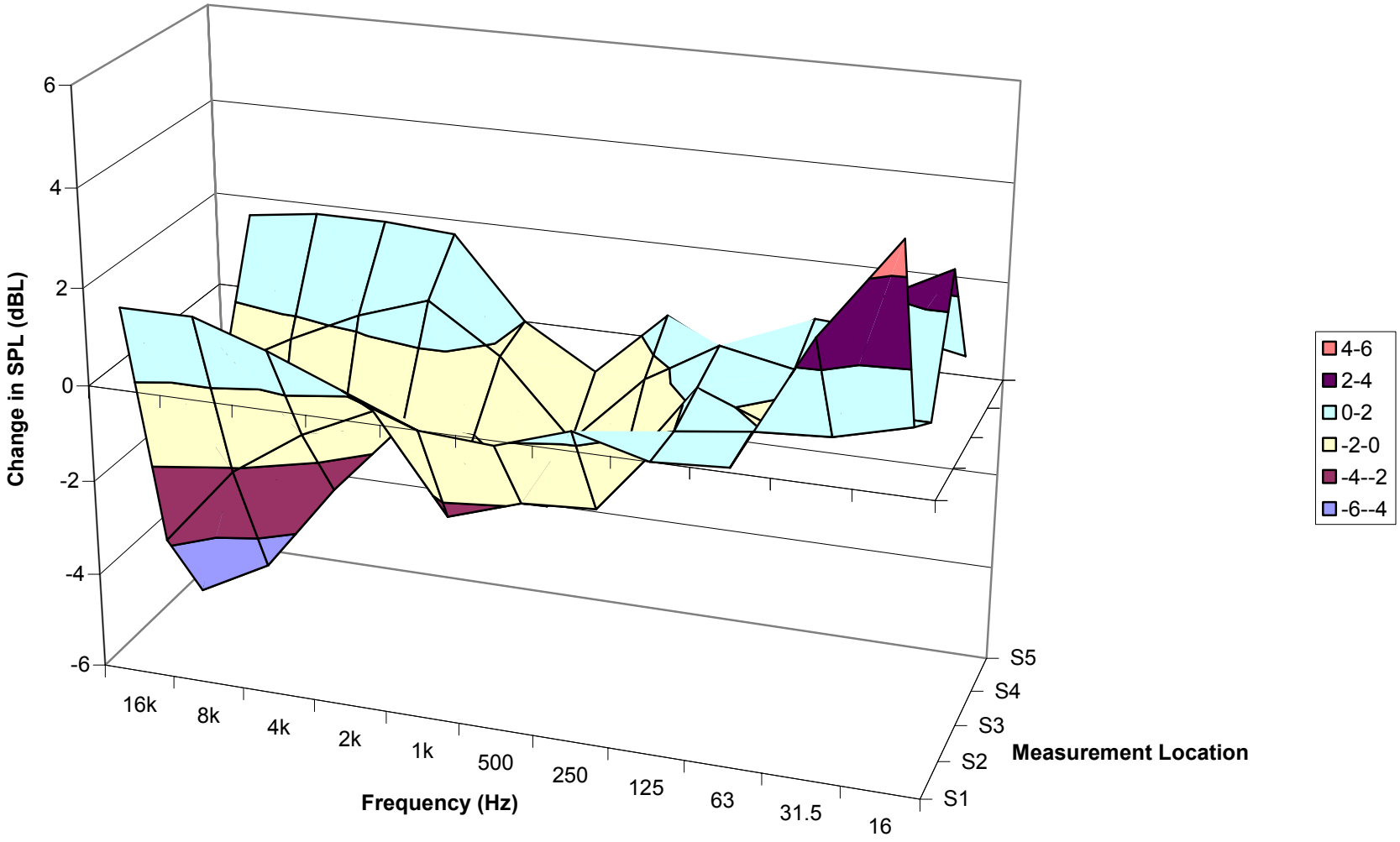
Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Figure 5. Change in Sound Pressure Level with Frequency on Installation of Baffle to 10HP Fan



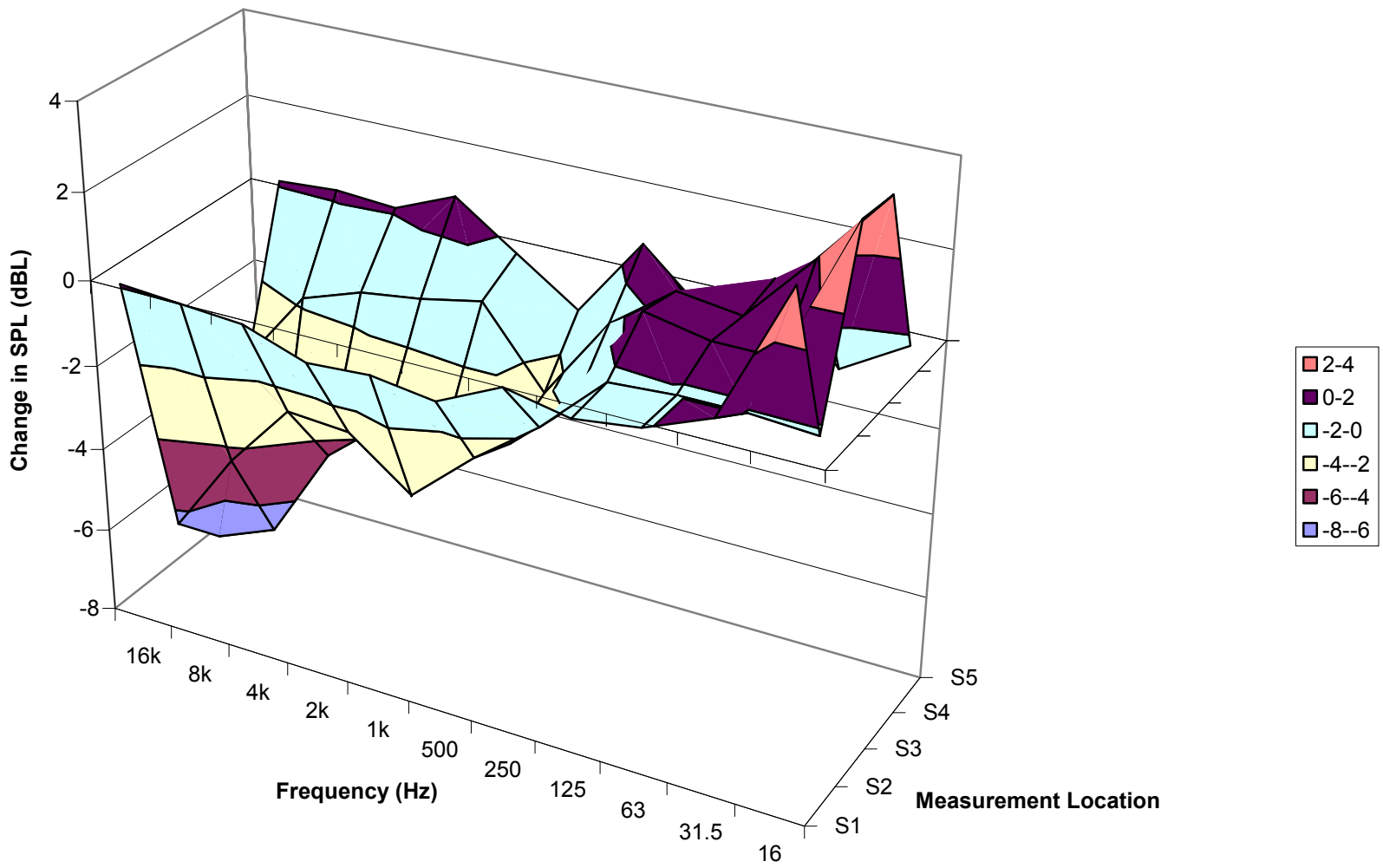
Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Figure 6. Change in Sound Pressure Level with Frequency on Installation of Baffle to 15HP Fan



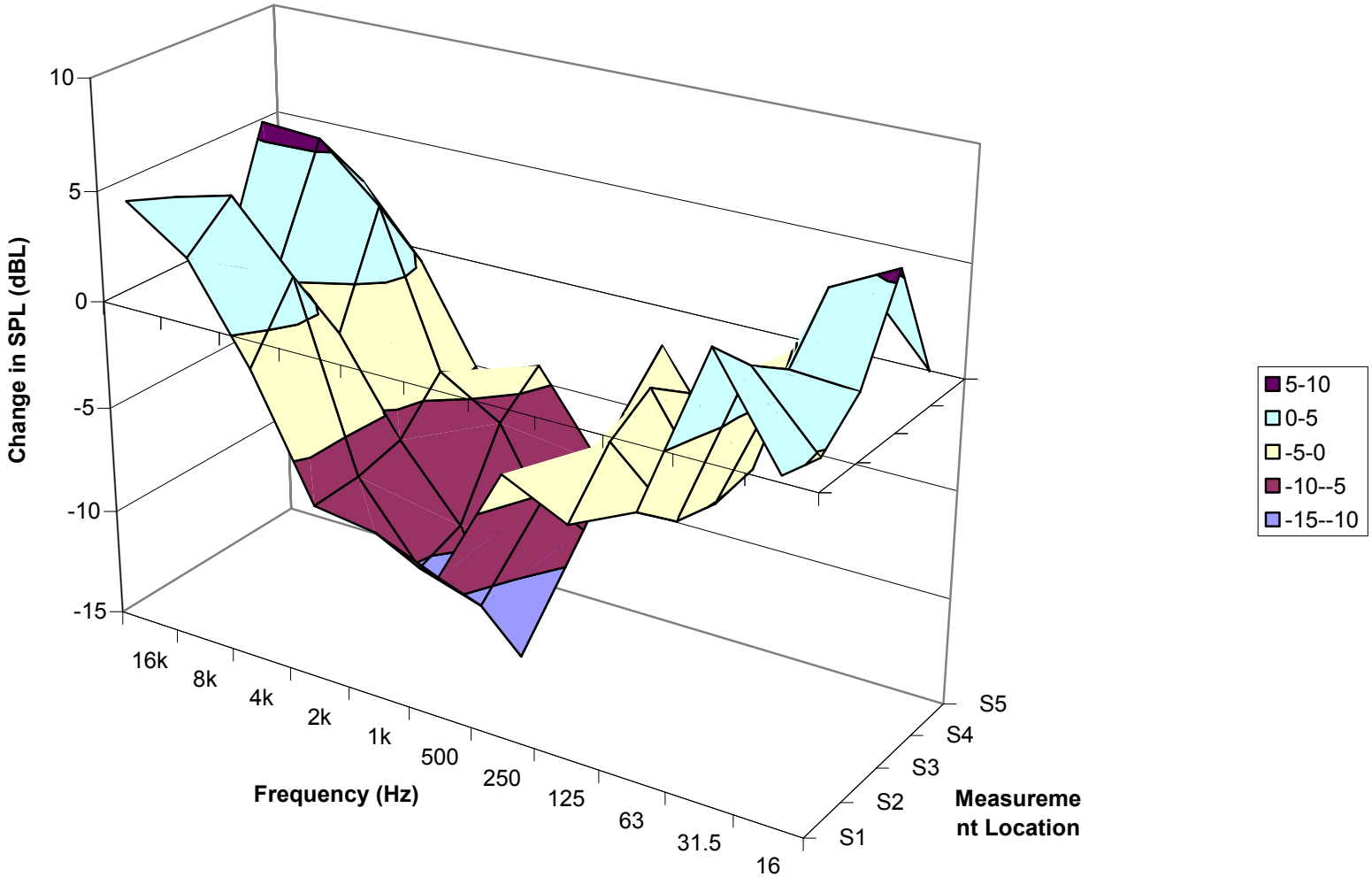
Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Figure 7. Change in SPL with Frequency on Installation of Baffle and Foam to 15HP Fan (Max Air Flow)



Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Figue 8. Change in SPL with Frequency on Installation of Baffle with Foam to 15HP Fan and Operation at Minimum Flow



Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

5. Comments

Sound pressure levels are anticipated to decrease by 3 dB with a doubling of distance from the source. Measurements were taken 1 m and 3 m from each fan under each chosen operating condition, the anticipated decrease in sound pressure level at 3 m from source in comparison to 1 m from source is 4.8 dB. Recorded decreases in sound pressure level were, on average, in the range of 4.5 to 5.2 dB showing good agreement with theoretical sound attenuation with distance. Trow concludes that interference due to sound reflection, extraneous noise sources, etc. were maintained at acceptable level during the measurement periods.

Attenuation of Sound by Baffle at Maximum Air Flow

Installation of the baffle whilst operating the 10 HP and 15 HP fans at maximum air flow rate resulted in a change in the directional distribution of the sound emitted from the fans. Sound pressure levels directly in front of the fans were reduced by 2 – 3 dB. Conversely, sound pressure levels at 180° to the fans increased by 0 – 2 dB. (See Figures 2 and 3).

Attenuation of Sound by Baffle at Minimum Air Flow

Operation of the baffle at minimum flow resulted in a further change in the directional distribution of sound emitted from the fans, with maxima values being recorded at 45° to the face of the fans. Sound pressure levels at all measurement locations were reduced by 2 – 5 dB by operating at minimum air flow in comparison to operating without the baffle or with the baffle at maximum air flow. (See Figures 2 and 3).

Attenuation of Sound by Foam Insulation

Introduction of foam insulation into the baffle resulted in a decrease in measured sound pressure level by <2dB under the majority of operating conditions for both the 10HP and 15HP fans. (See Figures 2 and 3).

Sound Pressure Level Frequency Distribution

The frequency distribution for the 10HP fan operating at maximum air flow with baffle is shown in Figure 4. Under all operating conditions the sound pressure level frequency distribution showed maxima at central frequency ranges (e.g. 250 – 1000 hertz), however operating parameters were shown to impact on frequency distribution. Installation of baffles to the 10HP and 15HP fans (see Figures 5 and 6) resulted in:

- a 4 – 8 dB reduction in high and mid frequency (250 – 16,000 Hz) sound pressure levels in front of the fans;
- a 0 – 2 dB increase in high frequency sound pressure levels at 180° to the fans;
- minimal impact on low frequency (16 – 125 Hz) sound pressure levels in front of the fans; and,
- a 0 – 4 dB increase in low frequency sound pressure levels at 180° to the fans.

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Reduction of air flow (see Figures 7 and 8) resulted in:

- a decrease in mid frequency (250 – 2,000 Hz) sound pressure levels at all measurement locations;
- minimal impact on low and high frequency sound pressure levels in front of the fans;
- a 0 – 6 dB increase in low and high frequency sound pressure levels at an angle of 45° to the fan orientation; and,
- a 0 – 5 dB increase in low and high frequency sound pressure levels at 180° to the fans.

The redistribution of sound pressure level frequencies has the potential to impact on perception of noise nuisance through fan operation. Increased reduction of high frequencies as observed on installation of baffle (with or without foam insulation) is likely to reduce perceived nuisance as high frequency noise is considered more obtrusive. Any increases in low frequency sound pressure levels (e.g. during operation of baffles at minimum air flow) may increase the area of impact of any noise nuisance as low frequency sound travels further and is more difficult to attenuate than high frequency sound.

Conclusions

The above measurements provide a fundamental understanding of noise generated by 10HP and 15HP car dryer fans operating under controlled conditions.

Trow understands that car dryer fans are operated in banks of 6 – 18 within car wash units. Theory predicts that sound pressure levels will increase by 3 dB on doubling of noise source, e.g. two 15HP fans each generating a sound pressure level of 90 dB would provide a combined sound pressure level of 93 dB, four fans would provide 96 dB etc. Other factors can impact on predicted noise generation, resonance can increase noise impact whilst sound adsorbing materials may provide attenuation. Vibration is also a consideration.

Trow strongly recommends that in situ sound measurements be made to assess noise impact of car dryer fans installed within a car wash system. In situ measurements should consider appropriate receptors including, but not necessarily limited to, occupational noise and environmental receptors as well as car wash operation and design.

We trust the aforementioned meets your immediate requirements. If you have any questions, concerns or if we can be of any further assistance, please do not hesitate to contact the undersigned at your earliest convenience.

Yours truly,

Trow Associates Inc.

Bob Jowett, B.Sc., C.E.P.I.T.
Environmental Scientist
Environmental Division

Ron Taylor, M.Sc., C. Chem.
Senior Project Manager
Environmental Division

Attachment: Noise Memo (1850 : UP2018-0004 Monterey-Bluewave)

Stantec

Memo

To:	Mr. Stratt Poland, Vice President BlueWave 6630 Roxburgh Drive, Suite 120 Houston, TX 77041	From:	Keith Rutherfurd 38 Technology Drive, Suite 100 Irvine, CA 92618
File:	222310684	Date:	July 31, 2018

Reference: Blue Wave Car Wash Trip Generation, Morgan Hill, CA

BACKGROUND

The southwest corner of the Monterey Road and Cochrane Road intersection is currently undeveloped and is proposed to be developed as an automated car wash site. The southeast corner of the intersection is developed as a gas station including a convenience market and car wash and a commercial building. The northerly leg of the intersection is Cochrane Road and the southerly leg (Gateway Plaza) provides access to the existing development on the southeast corner. A proposed access would be provided to the new car wash site approximately 100 feet south of Monterey Road from Gateway Plaza. There is no outlet from Gateway Plaza. The intersection is signalized with fully-protected left turns on the Monterey Road approaches and split phasing on the Cochrane Road and Gateway Plaza approaches.

The purpose of this memorandum is to identify the anticipated weekday peak hour traffic generated by the proposed car wash use and to document that the proposed development does not satisfy criteria requiring the preparation of a traffic impact study.

FORECAST TRIP GENERATION

Weekday peak hour trip generation rates and traffic volume forecasts for an automated car wash are shown in Table 1 below. Trip generation rates are identified in *Trip Generation Manual, 10th Edition,* published by the Institute of Transportation Engineers (ITE). The table shows that the PM peak hour is predicted to have over

Table 1 – Forecast Blue Wave Car Wash Trip Generation
Weekday AM/PM Peak Hour

Land Use	ITE Code	Unit	AM Peak Hour				PM Peak Hour			
		Quantity	Rate	In	Out	Total	Rate	In	Out	Total
Automated Car Wash	948	Tunnel 1	34.10	17	17	34	77.50	39	39	78
PM Pass-by Trip Reduction (25%)		-	-	-	-	-	-	(10)	(10)	(20)
Total Project Trips		**-**	**-**	**17**	**17**	**34**	**-**	**29**	**29**	**58**

Attachment: Blue Wave MH Trip memo (1850 : UP2018-0004 Monterey-Bluewave)

Stantec

Reference: **Blue Wave Car Wash Trip Generation, Morgan Hill, CA**

twice the forecast volume of the am peak hour and is the critical weekday period during the peak of adjacent roadway facilities (4 pm to 6 pm). Although ITE does not identify a specific percentage for car wash use, it is recognized that trips to gas/service stations and similar uses have a relatively high pass-by trip rate, typically in the range of 20 to 60 percent during the PM peak hour. The proximity of the proposed site to a variety of other land uses and a regional roadway facility (Monterey Road) confirm that it is reasonable to consider that pass-by trip reduction will reduce the potential for project traffic impacts at adjacent off-site intersections. The PM peak hour pass-by trip reduction used in this analysis is considered conservative at 25%. The San Diego Association of Governments (SANDAG), for example, considers the pass-by trip rate for an automated car wash site to be 50%. Table 1 shows that the total number of forecast project trips during the AM peak hour is 34 trips and 58 trips during the PM peak hour considering a 25% pass-by rate.

CONCLUSIONS

The forecast trip volumes are below the City threshold of 100 project peak hour trips to require preparation of a traffic impact study. A traffic study could also be required if a project generates between 50 and 99 peak hour trips and an “adjacent” or “nearby” intersection is currently operating at LOS D or below. An “adjacent” or “nearby” intersection is one that receives 10 or more vehicle peak hour trips per lane generated by the project. The nearest adjacent intersection is Monterey Road and Cochrane Road/Gateway Plaza. Since there is no outlet from Gateway Plaza, all project traffic will be added to this leg at the Monterey Road intersection. However, the Gateway Plaza approach to Monterey Road provides three (3) lanes and the PM peak hour outbound volume is forecast conservatively at 29 vehicles which averages less than 10 vehicles per lane. Therefore, even if the existing PM peak hour LOS is D or below at the intersection, the project is not predicted to generate sufficient volume to require preparation of a traffic study.

If you have any questions or need additional information, please contact me

Stantec Consulting Services Inc.

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Attachment: Blue Wave MH Trip memo (1850 : UP2018-0004 Monterey-Bluewave)