



Special Meeting Agenda
Planning Commission

Mohammad Habib - Chair
Malisha Kumar - Vice-Chair
Joseph Mueller - Planning Commissioner
Wayne Tanda - Planning Commissioner
Laura Gonzalez-Escoto - Planning Commissioner
Liam Downey - Planning Commissioner
Juan Miguel Munoz-Morris - Planning Commissioner

Tuesday, September 29, 2020 7:00 pm

Virtual Zoom Meeting

MEETING GUIDELINES

In accordance with Executive Order N-25-20 and guidance from the California Department of Public Health on gatherings, remote public participation is allowed. We will address the Order in the following ways:

Members of the public may NOT physically attend meetings at the Morgan Hill City Council Chamber.

The Planning Commission meeting will be live-streamed on Channel 17 and on the City's website. Those members of the public wishing to participate remotely may do so via the electronic meeting at:

<https://bit.ly/092920PlanningCommissionMtg> or by calling in to: (669) 900-9128, then enter the meeting id: 829 5280 6482.

Public comment for Planning Commission meetings will be accepted via email to pcpubliccomment@morganhill.ca.gov. Members of the public participating in the electronic meeting wishing to speak may do so during public comment.

CALL TO ORDER

DECLARATION OF POSTING AGENDA

OPEN PUBLIC COMMENT PERIOD

ORDERS OF THE DAY

CONSENT CALENDAR

1. APPROVE THE SEPTEMBER 8, 2020 MEETING MINUTES

Recommendation:

Approve Minutes.

2. APPROVE THE SEPTEMBER 8, 2020 MEETING MINUTES

Recommendation:

Approve Minutes.

PUBLIC HEARINGS

3. GPA2019-0005/ZA2019-0016/SD2019-0007/EA2019-0023-JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS) - AMENDMENTS THE GENERAL PLAN LAND USE MAP AND ZONING MAP, TENTATIVE PARCEL MAP AND MITIGATED NEGATIVE DECLARATION FOR A MIXED USE DEVELOPMENT ON A 19.67-ACRE SITE (APNS 817-09-039, 817-09-040 AND 817-09-041)

Recommendation:

1. Open/close public hearing;
2. Adopt a Resolution recommending the City Council approve the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the project;
3. Adopt a Resolution recommending the City Council approve an amendment to the General Plan land use designation;
4. Adopt a Resolution recommending the City Council approve a Zoning Amendment for a Planned Development Combining District; and
5. Adopt a Resolution recommending the City Council approve a Tentative Parcel Map.

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 cityclerk@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 cityclerk@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



Meeting Minutes Planning Commission

<i>Mohammad Habib</i>	-	<i>Chair</i>
<i>Malisha Kumar</i>	-	<i>Vice-Chair</i>
<i>Joseph Mueller</i>	-	<i>Planning Commissioner</i>
<i>Wayne Tanda</i>	-	<i>Planning Commissioner</i>
<i>Laura Gonzalez-Escoto</i>	-	<i>Planning Commissioner</i>
<i>Liam Downey</i>	-	<i>Planning Commissioner</i>
<i>Juan Miguel Munoz-Morris</i>	-	<i>Planning Commissioner</i>

Tuesday, September 8, 2020 6:00 pm

Virtual Zoom Meeting

WORKSHOP

A special meeting of the Planning Commission is called Tuesday, September 8, 2020 at 6:00 p.m. for the purpose of conducting a workshop.

WORKSHOP MEETING GUIDELINES

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CALL TO ORDER

Chair Habib called the meeting to order at 6:01 p.m.

ROLL CALL ATTENDANCE

Attendee Name	Title	Status	Arrived
Mohammad Habib	Chair	Present	
Malisha Kumar	Vice-Chair	Present	
Joseph Mueller	Planning Commissioner	Present	
Wayne Tanda	Planning Commissioner	Present	
Laura Gonzalez-Escoto	Planning Commissioner	Present	
Liam Downey	Planning Commissioner	Present	
Juan Miguel Munoz-Morris	Planning Commissioner	Present	

DECLARATION OF POSTING

Minutes Clerk Luna declared the posting of the agenda at 6:05 p.m.

PLEDGE OF ALLEGIANCE

Vice Chair Kumar led the Pledge of Allegiance.

OPEN PUBLIC COMMENT

Chair Habib opened the Public Comment Period at 6:06 p.m. The following individual was called to speak:

- Romesh Mistry

Hearing no further requests to speak, the public comments period was closed.

WORKSHOP

1. MONTEREY CORRIDOR - FORM-BASED CODE WORKSHOP

Recommendation:

Review, discuss, and provide feedback on the Monterey Corridor Form-Based Code Impediments and Recommendations Memo.

Principal Planner Adam Paszkowski briefly introduced the item and then introduced Spencer Johnson and Lisa Wise from Lisa Wise Consulting who gave the presentation.

Chair Habib opened the public comment period at 6:26 p.m. Hearing no requests to speak the public comment period was closed.

Chair Habib re-opened the public comment period at 6:59 p.m. The follow individual submitted a question for the Planning Commission Via Chat:

- Ryan Hudson

Hearing no further requests to speak, the Public Comment Period was closed.

Chair Habib re-opened the public comment period at 7:03 p.m.

- Liz Malone

Hearing no further requests to speak, the Public Comment Period was closed.

No action was taken. The Planning Commission reviewed, discuss, and provide feedback on the Monterey Corridor Form-Based Code Impediments and Recommendations Memo.

RESULT: NO ACTION TAKEN

ADJOURNMENT

The Planning Commission meeting recessed at 7:05 p.m.

The Planning Commission meeting resumed to the regular meeting at 7:10 p.m.



Meeting Minutes Planning Commission

<i>Mohammad Habib</i>	-	<i>Chair</i>
<i>Malisha Kumar</i>	-	<i>Vice-Chair</i>
<i>Joseph Mueller</i>	-	<i>Planning Commissioner</i>
<i>Wayne Tanda</i>	-	<i>Planning Commissioner</i>
<i>Laura Gonzalez-Escoto</i>	-	<i>Planning Commissioner</i>
<i>Liam Downey</i>	-	<i>Planning Commissioner</i>
<i>Juan Miguel Munoz-Morris</i>	-	<i>Planning Commissioner</i>

Tuesday, September 8, 2020 7:00 pm

Virtual Zoom Meeting

CALL TO ORDER

Chair Habib called the regular meeting to order at 7:10 p.m.

OPEN PUBLIC COMMENT PERIOD

Chair Habib opened the Public Comment Period at 7:12 p.m. The following individuals addressed the Planning Commission:

- Joe Baranowski

Hearing no further requests to speak, the Public Comment Period was closed.

ORDERS OF THE DAY

No changes Made.

MINUTES APPROVAL

1. APPROVE THE AUGUST 11, 2020 MEETING MINUTES

Recommendation:

Approve Minutes.

RESULT:	ACCEPTED [UNANIMOUS]
MOVER:	Joseph Mueller, Planning Commissioner
SECONDER:	Juan Miguel Munoz-Morris, Planning Commissioner
AYES:	Habib, Kumar, Mueller, Tanda, Gonzalez-Escoto, Downey, Munoz-Morris

PUBLIC HEARINGS

2. SR2020-0006: HILL – MORGAN HILL DEVCO.: PRELIMINARY PLAN REVIEW OF A RESIDENTIAL PLANNED DEVELOPMENT ON 69.43-ACRES. THE DEVELOPMENT PROJECT WOULD REQUIRE AN AMENDMENT TO THE GENERAL PLAN LAND USE DESIGNATION FOR 2.6 ACRES OF THE SITE, TO INCREASE THE DENSITY FROM RESIDENTIAL DETACHED MEDIUM (7-UNITS/ACRE) TO RESIDENTIAL ATTACHED MEDIUM (6-24 UNITS/ACRE) TO ALLOW FOR A SENIOR LIVING COMMUNITY. THE PROPERTY, IDENTIFIED BY ASSESSOR PARCEL NUMBER 817-20-031, IS LOCATED ON NORTHEAST QUADRANT OF HILL ROAD AND BARRETT AVENUE.

Recommendation:

Open and close public hearing for Planning Commission to provide preliminary input on the proposed Planned Development. This is a Preliminary Plan Review application. No action will be taken on the project as this is advisory only.

Associate Planner Tiffany Brown presented the staff report.

Chair Habib opened the Public Hearing at 7:38 p.m. The following individuals addressed the Planning Commission:

- Rocke Garcia
- Terry Camp
- Gabe Dalbec
- Tom Tanner
- Kimberly Leiser
- Rachel Basso
- Bryan Smith
- Paula A Rasmussen
- Ethan & Lianna Roberts
- Liz Melone
- Jason
- Alex Villalobos
- Becky Obbema
- Mike Baron
- Joe Baranowski
- Phone Caller (9477)
- Mark Green
- Marc Trouard-Riolle
- J bynum
- Jennifer Holmstrom
- David
- Alexandar
- Bryan Smith
- Phil Lopez

- Robert
- Liz Melone
- Robert
- Ethian and Lianna Roberts
- Paul
- Carvalho

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

No action taken. The Planning Commission provided preliminary input on the proposed Planned Development.

RESULT:	NO ACTION TAKEN
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DIRECTOR'S REPORT/ANNOUNCEMENTS

Community Development Director Jennifer Carman gave the report at 10:08 p.m.

ADJOURNMENT

There being no further business, Chair Habib adjourned the meeting at 10:14 p.m.

MINUTES PREPARED BY:

Jenna Luna, Minutes Clerk



PLANNING COMMISSION STAFF REPORT

MEETING DATE: September 29, 2020

PREPARED BY: Adam Paszkowski, Principal Planner

APPROVED BY: Jennifer Carman, Community Development Director

GPA2019-0005/ZA2019-0016/SD2019-0007/EA2019-0023-JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS) - AMENDMENTS THE GENERAL PLAN LAND USE MAP AND ZONING MAP, TENTATIVE PARCEL MAP AND MITIGATED NEGATIVE DECLARATION FOR A MIXED USE DEVELOPMENT ON A 19.67-ACRE SITE (APNS 817-09-039, 817-09-040 AND 817-09-041)

RECOMMENDATION(S)

1. Open/close public hearing;
2. Adopt a Resolution recommending the City Council approve the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program prepared for the project;
3. Adopt a Resolution recommending the City Council approve an amendment to the General Plan land use designation;
4. Adopt a Resolution recommending the City Council approve a Zoning Amendment for a Planned Development Combining District; and
5. Adopt a Resolution recommending the City Council approve a Tentative Parcel Map.

LOCATION MAP:



PROJECT SUMMARY:

1. Location: 16130 Juan Hernandez Drive, on the southeast corner of Barrett Avenue and Juan Hernandez Drive (APNs 817-09-039, 817-09-040 and 817-09-041)
2. Site Area: 19.67± Acres
3. General Plan: Commercial
4. Zoning: CS (Service Commercial) and PD (Planned Development Combining District)

BACKGROUND:

Preliminary Review:

The Service Commercial (CS) base zoning district and the Planned Development Combining District (PD) overlay for the project site was established by City Council Ordinance No.'s 2022 N.S and 2023 N.S on December 7, 2011. The ordinances require the following:

1. The PD shall include the 1.7-acre parcel (APN 817-09-040) and the adjacent 18-acre site (APNs 817-09-039 and -041);
2. A development plan shall be prepared for the overall approximate 20-acre area;
3. The development plan shall address the transition from the adjacent school and residential uses to the proposed commercial development; and
4. All uses proposed as part of the PD shall be reviewed and approved at the discretion of the City Council.

As required by Section 18.30.050 (Planned Development Combining District) of the Morgan Hill Municipal Code, the applicant submitted an application for preliminary input from the Planning Commission on the proposed Planned Development on November 1, 2019. At the time, the applicant was requesting a Preliminary Review Application for a 4,500 square foot urgent care facility, a 10,000 square foot cancer center, a 100,000 square foot medical office/hospital with 55 beds, a parking deck, a 10,000 square foot commercial retail/restaurant building, and a 200 to 220-unit multifamily residential development. The Planning Commission reviewed the preliminary application at their January 28, 2020 meeting.

PROJECT DESCRIPTION

The project proposal, Lillian Commons (also referred to as Juan Hernandez - MH Medical Properties), includes a request for a General Plan Amendment (GPA2019-0005), Zoning Amendment and Planned Development Master Plan (ZA2019-0016), and Tentative Parcel Map (SD2019-0007). Although a Site Review/Design Review Permit is required for site improvements, one has not been submitted to date; however, the proposed conceptual development of the site, and the potential development evaluated in the Initial Study prepared for the project, includes construction of the following: a 4,500 square foot urgent care facility; a 10,000 square foot medical building; a 100,000

square foot medical office/hospital with 55 beds; a three-story parking garage with 500 spaces; a 10,000 square foot commercial retail/restaurant building; and a maximum 200-unit multi-family residential development. Site plans and elevations have been provided (Attachments 7 and 8).

Site Description

The 19.67± acre project site is located at the southeast corner of the intersection of Juan Hernandez Drive and Barrett Avenue in the City of Morgan Hill. The project site consists of three existing parcels: two undeveloped adjoining parcels of land, Assessor's Parcel Number (APN) 817-09-041 (13.94± acres) and APN 817-09-039 (4.04± acres), and an existing 12,300 square foot medical office, 3,600 square foot surgical facility, and paved parking lot on APN 817-09-040 (1.69± acres).

Surrounding Zoning/Land Use

With the exception of the two medical buildings and associated parking lot, the project site is largely undeveloped and is predominantly covered by grassland with trees located on the northern portion of the site and along the west property line near the existing medical office building. The site is bounded by Barrett Avenue, Barrett Elementary School and residential uses to the north, the U.S. Highway 101/Tennant Avenue southbound off-ramp to the east, vacant land to the south, and Juan Hernandez Drive and residential development to the west. Vehicular access to the site is provided by an existing driveway to Juan Hernandez Drive.

ANALYSIS:

The proposed project was analyzed with respect to consistency with the General Plan, Zoning Ordinance, Planned Development Combining District, Tentative Parcel Map and the California Environmental Quality Act (CEQA).

1. General Plan

The project includes amending the General Plan for the project site from Commercial to Mixed-Use Flex, to accommodate the proposed residential portion of the project. The proposed General Plan Amendment is found to be consistent with the policies and provisions of the Morgan Hill 2035 General Plan as described below.

City and Neighborhood Form Element

Policy CNF-10.3 - Adequate Supply of Multi-Family Housing. Provide for an adequate supply of multi-family housing, located convenient to shopping, services, and transportation routes.

Consistent: The Mixed-Use Flex land use will allow for residential uses to be developed on the site which will assist the City in achieving an adequate housing supply as the proposal includes 200 residential units. The conceptual Site Plan provides for a mix of

residential, commercial, and medical uses that will allow for the placement of housing convenient to the shops, services, and offices, and adjacent to major transportation routes.

Policy CNF-10.6 - Density Near Infrastructure. Encourage higher residential densities at locations where convenient access and adequate infrastructure is readily available.

Consistent: The property is adjacent to Juan Hernandez Road and Barrett Avenue in an area with existing utilities. A survey was completed by Whitson Engineers that determined there was adequate infrastructure available around the project site to support the uses identified.

Policy CNF-13.1 - Mixed Use Flex Development. Encourage a mix of uses, either vertically or horizontally, to allow residents and employees to meet daily needs without the use of the private automobile.

Consistent: The Mixed-Use Flex land use would allow for a variety of uses including retail, residential, and medical uses. The combination of uses within the property provides for walkability to services for residents and employees.

Policy CNF-15.5 - Office Development. Encourage new regional and local-serving office development at appropriate locations.

Consistent: The Mixed-Use Flex land use would allow for medical offices / hospital uses to create a campus of medical offices to serve the community and region.

Housing Element

Policy HE-4u: - Mix of Housing Near Services. Encourage a mix of housing types in each neighborhood located convenient to shopping, services, recreation, and transit routes.

Consistent: The Mixed-Use Flex land use would allow for residential use at the project site. The project proposes a range of housing types including one- and two-bedroom units and affordable units. The housing would be conveniently co-located with services including medical office / hospital, retail uses, open space/park uses, and Barrett Elementary School.

Economic Development Element

Policy ED-7.4 - Compatible Uses in Retail Centers. Encourage the evolution of retail centers into mixed-use activity nodes by supporting integration of uses that provide necessary or useful services or amenities that will benefit nearby residential areas and commercial establishments. Such uses may include but shall not be limited to:

- a. Health services and fitness facilities.
- b. Childcare.

- c. Housing, including affordable and senior housing.
- d. Religious facilities.
- e. Education/training facilities.
- f. Parks/community facilities/public gathering places.

Consistent: The Mixed-Use Flex land use will allow for a mix of retail and medical uses convenient to the proposed and existing adjacent neighborhood. The medical and retail uses will provide health and retail services and amenities to the existing and proposed neighborhood. The project also includes public plaza and gathering locations.

Policy ED-8.1 - Office and Industrial Development. Support the development of office and industrial facilities to meet local demand, compete for regional growth opportunities, and create high-quality jobs that match with local housing opportunities.

Consistent: The Mixed-Use Flex land use will allow for medical and retail uses to meet local demand and create high quality jobs. The General Plan amendment would also allow for residential uses thereby providing local housing opportunities adjacent to places of employment.

Healthy Community Element

Policy HC-7.2 - Professional Education. Encourage increased education and professional development resources to support students and employees in the health care field.

Consistent: The project provides for 130,400 square feet of medical facilities and important health amenities for residents. It is expected that a wide variety of medical practices will be provided within a campus setting that could encourage increased professional development resources to support students/interns in the health care field.

2. Zoning

The project includes rezoning the project site from CS to MU-F and the establishment of a PD combining district which requires the approval of a Zoning Map Amendment. The proposed Zoning Amendment is found to be consistent with the policies and provisions of the Morgan Hill 2035 General Plan as described below.

City and Neighborhood Form Element

Policy CNF-11.5 - Outside Connections. Require new subdivisions to provide multiple connections to the surrounding community. Methods to achieve this may include:

- Providing multiple points of entry into the project for motorists, bicyclists and pedestrians.
- Extending the existing street pattern at the edges of the subdivision into the site. Extended streets should match the type and scale of streets to which they connect.

- Installing landscaping and street improvements at the edge of subdivisions that appear as common amenities shared with adjacent neighborhoods.
- Minimizing the use of gates, fences, and walls that separate the subdivision from the surrounding community.
- Planning for future connections to adjacent undeveloped property.

Consistent: The property will be designed to be compatible with the surrounding neighborhood. Residential and open space/park uses will be adjacent to existing residential uses and Barrett Elementary School, and connectivity within the property will be provided via several pedestrian paths. The open space area abuts Barrett Avenue, which is adjacent to Barrett Elementary School, and will be made accessible to the school. The northern most open space/park area will be dedicated by easement for public use, including use by the Barrett Elementary School, to be used as a common amenity.

Policy CNF-11.10 - Open Space. Require new subdivisions to feature integrated common open spaces, parks, and community facilities that serve as social and design focal points. Open spaces should be a close walking distance from all residents and should be large enough to be useful for residents.

Consistent: The project development identifies approximately three acres of passive park/open space. Approximately 1.7 acres of the open space will be available to the elementary school for its use and benefit. The remainder of open space, including walking trails, serves the residential, commercial and office components of the plan, as well as neighboring residents. The open space and park areas are within walking distance of all of these uses and connected by pedestrian paths.

Healthy Community Element

Policy HC-3.8 - Private Open Space. Encourage new development to permit public access to private open space and parks where feasible and appropriate.

Consistent: The project development identifies open space areas that will be available to residents and patrons of the medical and retail facilities.

Transportation Element

Policy TR-3.17 - Planned Development Access near Highway 101. Require Planned Developments (PDs) for commercial, office, or industrial uses at the intersections of Highway 101 and arterial streets to take access from a public street intersecting with the arterial street at a minimum distance of 600 feet from the freeway on and off ramps, unless the City Engineer finds that direct access to the arterial street or closer access will meet safety standards, or that mitigating actions will be taken to ensure safe access and minimum interference with traffic flows.

Consistent: Access to the property will be from Juan Hernandez Drive. Juan Hernandez Drive is an existing City street that intersects Tennant Avenue at a safe distance from

the off ramp of US Highway 101. The nearest property driveway is more than 700 feet north of Tennant Avenue.

Policy TR9.7 - Concurrent Implementation. Where feasible, implement the trails and pedestrian system concurrent with adjacent developments.

Consistent: Sidewalks and pathways will be provided throughout the property to encourage walking on the campus. Sidewalks connect to those located on adjacent streets to provide connectivity.

Morgan Hill Municipal Code Section 18.114.040 requires that the Planning Commission make a recommendation to the City Council considering the following supportive reasoning for a Zoning Map Amendment:

- A. The proposed amendment is consistent with the general plan and any applicable specific plan as provided by Government Code Section 65860.**

The project complies with the allowed density range for units and floor area ratio on the site in accordance with the proposed General Plan designation.

- B. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the city.**

The project is a mixed-used development that would provide health care services, retail and housing opportunities within 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.**

The project is a mixed development proposal consisting of medical, retail and residential development. The project builds off the existing medical offices on the site to provide a complete medical services center. In addition, a small commercial component with retail/restaurant uses will be developed to serve employees, visitors and the surrounding community. Housing for the medical office/hospital uses that would be affordable to the employees of these uses and the community is to be provided.

3. Planned Development Combining District

Pursuant to Section 18.30.050.A of the Morgan Hill Municipal Code, “the purpose of the Planned Development (PD) combining district is to allow for high quality development that deviates from standards and regulations applicable to base zoning districts in Morgan Hill. The PD combining district is intended to promote creativity in building design, flexibility in permitted uses, and innovation in development concepts. The PD combining district provides landowners with enhanced flexibility to take advantage of

unique site characteristics and develop projects that will provide public benefits for residents, employees, and visitors.”

The PD allows a project to deviate from development standards in the base zoning district (except the maximum floor area ratio and residential density may not exceed maximums established in the General Plan). The applicant has provided a list of Proposed Development Standards for the project site as shown in Table 2 of Section 6.0 of the proposed PD Master Plan (Attachment 4). The applicant is requesting the following deviations from the proposed MU-F zoning district:

- a. Increasing the maximum height from 35-feet to four stories or 45-feet for residential and office uses and three stories or 52 feet for the hospital use; and
- b. Reducing the minimum rear setback to zero (0) feet.

Below are comparison tables of the development standards for the existing CS zoning district, the MU-F zoning district and the proposed project.

Development Standards	CS	MU-F	Proposed
Minimum Lot Size	10,000 square feet	6,000 square feet	10,000 square feet
Minimum Lot Dimensions	100-foot width; 100-foot depth	60-foot width; 100-foot depth	100-foot width; 100-foot depth
Maximum Building Coverage	50%	50%	50%
Maximum Height	3 stories or 35 feet	35 feet	Residential/Office – 4 stories or 45 feet; Hospital – 4 Stories or 55 feet
Floor Area Ratio	n/a	0.5	0.5
Residential Density	n/a	7 to 24 du/acre	21 to 23 du/acre

Setback	CS		MU-F		Proposed	
	Residential	Non-Residential	Residential	Non-Residential	Residential	Non-Residential
Front	n/a	25 feet	15 feet	10 feet	25 feet	
Rear	n/a	20 feet	20 feet	10 feet	0 feet	
Interior Side	n/a	0 feet	5 feet	0 feet	0 feet	
Street Side	n/a	15 feet	10 feet	10 feet	15 feet	

Permitted land uses in the PD combining district may deviate from the land use regulations of the applicable base zoning district provided the PD combining district allows only those land uses permitted in the applicable General Plan land use designation. The applicant has provided a revised list of Proposed Land Uses, permitted and conditional, for the project site as indicated in Table 1 of Section 5.0 of the proposed PD Master Plan (Attachment 4). In this list, the applicant has included refined

uses that are consistent with the Mixed-Use Flex General Plan land use designation.

Morgan Hill Municipal Code Section 18.30.050.H.5 requires that the Planning Commission make a recommendation to the City Council considering the following supportive reasoning for a PD Master Plan:

- A. The proposed development is consistent with the general plan, zoning code and any applicable specific plan or area plan adopted by the city council.**

The proposed development is consistent with the policies established by the General Plan and Zoning Code as established above.

- B. The proposed development is superior to the development that could occur under the standards applicable in the existing zoning districts.**

The development will allow a mix of compatible uses, including a residential component to provide sustainability to the remainder of the uses, and a retail and medical office/hospital component to provide work opportunities to the neighborhood and community. Without the proposed project, medical and residential uses, or a mixed-use project, would not be achievable.

- C. The proposed project will provide a substantial public benefit. The public benefit provided shall be of sufficient value as determined by the planning commission to justify deviation from the standards of the zoning district that currently applies to the property.**

Several public benefits include a medical center featuring medical offices, urgent care/pharmacy, and hospital beds; high-density housing to achieve Regional Housing Needs Allocation for affordable housing and construct affordable housing units; open space, courtyards, and plazas that provide opportunities for people to informally meet and gather; pedestrian and bicycle pathways that enhance circulation within the property and connect to the surrounding neighborhood; locate housing in proximity to parks, school, retail and employment opportunities to reduce vehicle miles traveled and greenhouse gas emissions; provide green buildings and sustainable development features, including photovoltaic renewable energy and exceeding Title 24 standards by three to five percent; and provide accessible parks and open space beyond the minimum required.

- D. The site for the proposed development is adequate in size and shape to accommodate proposed land uses.**

The project site is 19.67-acres and will have a density of 7 to 24 dwelling units per acre and a floor area ratio of 0.42 to 0.5. The size and shape of the site will accommodate the proposed medical, retail, residential and open space uses.

E. Adequate transportation facilities, infrastructure, and public services exist or will be provided to serve the proposed development.

The site fronts Juan Hernandez Drive and Barrett Avenue. There are wet and dry utilities and infrastructure in the surrounding area that will support the project.

F. The proposed development will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

The project is compatible with the surrounding single-family residential uses and Barrett Elementary School and will not have a substantial adverse effect with conditions of approval and mitigation measures included as referenced in the CEQA Section below. The open space and residential uses will provide a suitable buffer between the adjacent single-family residences and school.

4. Tentative Parcel Map

Morgan Hill Municipal Code Section 17.24.070, Tentative Parcel Map – Approval or Denial requires that the following finding to be made by the City to adopt the Tentative Parcel Map:

A. The Tentative Parcel Map, together with its provisions for its design and improvements, is consistent with the General Plan.

The Tentative Map has been designed consistent with the City's General Plan, considering neighborhood circulation patterns and providing future connections.

Conclusion

The project has been found to be consistent with the General Plan, Zoning Code, Subdivision Map Act, and CEQA.

Section 18.104.050.B (Concurrent Processing) of the Morgan Hill Municipal Code requires that projects requiring multiple permit applications shall be reviewed and acted upon by the highest review authority designated by the zoning code for any of the applications. Because City Council must act on the General Plan and Zoning amendments, the Council will also act on the CEQA determination and the tentative parcel map. Staff recommends that the Planning Commission recommend approval of the Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, General Plan Amendment, Zoning Amendment and Tentative Parcel Map to the City Council.

CEQA (California Environmental Quality Act):

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project by David J. Powers dated June 2020 in conformance with the California Environmental

Quality Act (CEQA).

The IS/MND was circulated for 30-days from June 30, 2020 to July 30, 2020. A copy of the IS and MND are attached (Attachments 10 and 11). The City received ten comment letters in response to the IS/MND during the public review period and a response has been prepared (Attachment 12). In summary, the comments received on the IS/MND did not raise any new issues about the project's environmental impacts, or provide information indicating the project would result in new environmental impacts or impacts substantially greater in severity than disclosed in the IS/MND. CEQA does not require formal responses to comments on an IS/MND, only that the lead agency consider the comments received [CEQA Guidelines §15074(b)] to determine whether a 'fair argument' has been made that the project could result in a significant impact on the environment to warrant preparation of an Environmental Impact Report (EIR), or whether any of the conditions identified in CEQA Guidelines §15073.5 are present to warrant substantial revision and recirculation of the MND. Upon review of the issues raised in the comments, the City has determined that no fair argument is present in the record to require an EIR and revision and recirculation of the MND is not required. Nevertheless, responses to the comments are included in this document to provide a complete environmental record.

Key concerns raised by the applicant during the public review period included the following:

- Limiting access onto Barrett Avenue to emergency vehicle access only (EVA); and
- Relocating the existing driveway (Driveway 1) to align with St. James Drive.

Barrett Avenue Access:

The applicant acknowledges that the City has recommended a condition to the project to limit access onto Barrett Avenue to be emergency vehicle access (EVA) only, however, the applicant does not agree with this change and believes that full access drives onto Barrett Avenue are necessary to provide sufficient site access and adequate circulation to the site. It is noted that the applicant plans to discuss access onto Barrett Avenue with Barrett Elementary staff, the Morgan Hill Unified School District, Planning Commission, City Council, and neighborhood to discuss the driveway design. However, at the time of preparing this Staff Report, it is understood that the School District does not want the proposed project to access Barrett Avenue. In addition to analyzing project operations under the assumption that Barrett Avenue would be used strictly as an emergency access street, the Transportation Impact Analysis (TIA) included an alternative evaluation in the case that site access is provided via all four proposed driveways. The analysis showed that project traffic utilizing the Barrett Avenue driveways would experience short delays during the adjacent school's peak 15-minute period, as students are dropped-off at the school across from the project site. Outside of the school's peak 15-minute period, traffic conditions and access along Barrett Avenue would be adequate. Therefore, the City recommends limiting access onto Barrett Avenue to emergency vehicle access only due to safety concerns and conflicts with automotive and pedestrian traffic to and from Barrett Elementary.

Realigning Existing Driveway 1:

The applicant states that relocation of the existing driveway (Driveway 1) to align with St. James Drive would cause the following issues:

1. Existing driveway provides access to existing medical buildings and has done so for many years. The property located to the south of this parcel could benefit from joint use of the driveway. Relocating the driveway removes this potential;
2. Cause possible cut through traffic for the adjacent residential neighborhood with vehicle headlights creating glare at adjacent homes;
3. Affect pedestrian circulation by creating more traffic through the middle of the non-residential portion of the project;
4. Force circuitous access to the parking area at the southeast corner of the project and to the proposed parking structure;
5. Cause loss of building square footage and parking due to redesign to meet City street design standards;
6. Jeopardize the existing patient drop-off / pick-up lane, which requires passenger side exit;
7. Force relocating utilities (light pole at Juan Hernandez Drive and other utilities under the existing driveway); and
8. Disrupt existing medical facility function during driveway construction.

The applicant proposes to retain Driveway 1. The City recommends relocating the driveway to the north and aligning it with St. James Drive due to conflicts with Juan Hernandez Drive and St. James Drive. The Transportation Impact Analysis (TIA) included evaluations of both scenarios. If Driveway 1 remains, a queue length of no greater than one vehicle is projected at the left-turn pockets to the site and St. James Drive. There would be adequate storage for left-turning vehicles. However, as traffic volumes along Juan Hernandez Drive increase, left turns in and out of Driveway 1 and St. James Drive would experience longer delays, affecting queue lengths at both locations. This would not result in a significant impact but could create occasional conflicts.

The TIA determined that aligning Driveway 1 with St. James Drive would continue to provide left-turn access and would concentrate all movements to a single location, thereby reducing conflicting turn movements. An alternative option to realigning Driveway 1 stated in the TIA is to restrict Driveway 1 access to right-in and right-out only turn movements; however, this option is not supported by City Staff.

Mitigation Monitoring and Reporting Program

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared (Attachment 13) for the project which includes all measures required to reduce potentially significant environmental impacts to a less-than-significant level. In addition, the MMRP identifies the timing of implementation; the agency responsible for implementing the mitigation; and the agency responsible for monitoring the mitigation. The project results in no significant environmental impacts with the inclusion of Standard Conditions and Mitigation Measures for Air Quality, Biological Resources,

Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, and Transportation.

Impact Analysis of Land Use Changes to Medical/Office Only

The applicant has informed City staff after the completion of the IS/MND that there is interest from hospital/medical developers to develop the entire site as a Medical/Office use only, eliminating the residential and commercial uses proposed in the conceptual plan. Therefore, City Staff requested the applicant's land use planning and design firm, EMC Planning Group Inc. (EMC), to prepare an impact analysis of land use change to medical/office only on the entire 19.67± acre project site. The Impact Analysis memo prepared by EMC (Attachment 14) compared and summarized the project as evaluated in the Initial Study and the all medical alternative. The Tables and Figure below provides a detailed summary of the changes.

Table 1 Summary of Alternative Land Uses

Use Type	Size	Alternative Use	Size
Parcel A			
Hospital	55 beds	No change	n/a
Parking Structure	500 spaces	No change	n/a
Parcel B			
Commercial	10,000 sf	Medical Office	13,102 sf ¹
Parcel C			
High-Density Residential	200 DU	Hospital	55 beds
Open Space	2.42 acres	No change	n/a
Parcel D			
Medical Office	25,900 sf	No change	n/a
Urgent Care	4,500 sf	No change	n/a

Figure 1 Changes in Land Use Plan



As identified in the EMC memo, transportation is the primary category with the potential to change significantly as a result of the proposed alternative uses being studied. If transportation impacts worsen as a result of the alternative uses, then GHG and noise impacts would also be expected to worsen. Conversely, if transportation impacts improve as a result of the alternative uses, these other impacts would be expected to lessen. With regard to air quality, the alternative uses would result in approximately the same amount of construction-related impact (i.e., due to grading and construction) but a reduced operational impact (i.e., due to reduced vehicle trips and VMT). With regard to biological impacts, the alternative uses would result in approximately the same degree of disturbance to existing trees on the site.

The proposed alternative land uses result in an overall reduction in trips and vehicle miles traveled (VMT). This is because commercial and residential uses generate significantly more traffic than medical offices, hospital uses, and public parks. The below table evaluated the impact on trip generation of the proposed alternative land uses.

Table 3 Trip Generation Analysis

Parcel	Land Use	Size (sf)	Size (Other)	Trip Rate	Trips
Parcel A	Hospital	100,000	55 Beds	22.32	1,228
Parcel D	Medical Office	25,900		34.8	901
	Urgent Care	4,500		38.16	172
	Mixed-Use Reduction				33
	Total Trips				1,040
Parcel Dx	Medical Office	30,400		34.8	1,058
Parcel B	Commercial (sf)	10,000		112.18	1,122
	Mixed-Use Reduction				180
	Total Trips				942
Parcel Bx	Convert Comm. to Med. Office	13,102		34.8	456
Parcel C	Residential (DUs)	211,386	200 DU	5.44	1,088
	Mixed-Use Reduction				196
	Total Trips				892
Parcel Cx	Convert Res. to Hospital	100,000	55 Beds	22.32	1,228
	Neighborhood Park (passive)	217,800	5 Acres	5.00	25
	Original Project Plan Trips (per Initial Study)				4,101
	Alternative Project Plan Trips				3,994
	Trip Change				-107

According to the Traffic Impact Analysis prepared by Hexagon Transportation Consultants for the Initial Study, the Original Project Plan would benefit from a “decrease in VMT and trips . . . due to the development of the project site with a mixture of . . . land uses. This can be seen in Table 3 above for the conceptual project plan (illustrated in white), which includes a “mixed-use reduction.” The elimination of this mixture of uses means that the reductions in trip and VMT associated with the conceptual mixed-use project no longer apply.

While the Alternative Project would lose the conceptual project plan’s mixed-use characteristics, the Alternative Project would produce fewer trips and fewer vehicle miles travelled, even without the mixed-use reduction (shown in Table 3 above). The nature of the Alternative Project provides for fewer trips, and the addition of a hospital use in Morgan Hill means that residents can access these services without driving to Gilroy or San Jose.

As discussed above, a reduction in vehicle trips and VMT has a cascading effect on related categories of impact. Impacts related to air quality, GHG emissions, and noise

would be lessened as a result of reduced traffic impacts.

The Impact Analysis memo prepared by EMC also evaluated the difference in Water Use Consumption from the conceptual mixed-use project plan to the all medical alternative. According to the Initial Study, the proposed project would demand approximately 88,845 gallons of water per day for indoor use and 31,577 gallons of water per day for outdoor use, for a total demand of 120,422 gallons per day. This analysis finds that the replacement of the commercial and residential uses with additional hospital and open space uses results in reduced water use of 26,431 gallons per day. The below table evaluated the impact on water consumption of the proposed alternative land uses.

Table 4 Water Consumption Analysis

Parcel	Land Use	Size	Rate of Water Consumption	Water Consumption (gallons/year)	Water Consumption (gallons/day)
Parcel A	Hospital land use				
	Indoor water use:	100,000 sf	125,481 Gal/1,000 sf	13,112,660	35,925
	Outdoor water use:	100,000 sf	23,901 Gal/1,000 sf	2,497,655	6,843
Parcel B	Commercial land use				
	Indoor water use:	10,000 sf	303,534 Gal/1,000 sf	3,035,350	8,316
	Outdoor water use:	10,000 sf	19,374 Gal/1,000 sf	193,740	531
Parcel Bx	Convert Comm, to Med Office				
	Indoor water use:	10,000 sf	125,481 Gal/1,000 sf	1,254,810	3,257
	Outdoor water use:	10,000 sf	23,901 Gal/1,000 sf	239,010	655
Parcel C	Residential Use				
	Indoor water use:	200 DU	65,146 Gal/DU	13,030,800	35,700
	Outdoor water use:	200 DU	41,075 Gal/DU	8,215,000	22,507
Parcel Cx	Convert Res, to Hospital				
	Indoor water use:	100,000 sf	125,481 Gal/1,000 sf	13,112,660	35,925
	Outdoor water use:	100,000 sf	23,901 Gal/1,000 sf	2,497,655	6,843
	Neighborhood Park				
	Outdoor water use:	5 acres	650 GPD/ac		3,250
Parcel D	Medical office land use				
	Indoor water use:	25,900 sf	125,481 Gal/1,000 sf	3,429,958	8,904
	Outdoor water use:	25,900 sf	23,901 Gal/1,000 sf	619,036	1,696
	Urgent Care				
	Indoor water use:	4,500 sf	125,481 Gal/1,000 sf	3,429,958	8,904
	Outdoor water use:	4,500 sf	23,901 Gal/1,000 sf	619,036	1,696
Parcel Dx	Medical office land use				
	Indoor water use:	30,400 sf	125,481 Gal/1,000 sf	3,814,622	9,903
	Outdoor water use:	30,400 sf	23,901 Gal/1,000 sf	726,590	1,991
	Original Project Plan Water Use				131,022
	Alternative Plan Water Use				104,591
	Change (GDP)				-26,431

Therefore, the project site may be developed as proposed in the mixed-use conceptual plan or the all medical alternative. However, future development of the site will require submittal of a Site Review/Design Review application and possibly a revised Planned Development Master Plan.

COMMUNITY ENGAGEMENT

The proposed project was publicly noticed (mailing to property owners within 600 feet of the project and newspaper legal noticing) for the minimum 10-day period and a sign was posted on the project site pursuant to the Planning Division Requirements.

LINKS/ATTACHMENTS:

1. Resolution - Mitigated Negative Declaration
2. Resolution - General Plan Amendment
3. Resolution - Zoning Amendment
4. Resolution - Zoning Amendment - Exhibit A: Planned Development Master Plan
5. Resolution - Tentative Parcel Map
6. Resolution - Tentative Parcel Map - Exhibit A: Standard Conditions
7. Proposed Site Plans (Weblink)
8. Conceptual Elevations (Weblink)
9. Proposed Tentative Parcel Map (Weblink)
10. Initial Study (Weblink)
11. Draft Mitigated Negative Declaration
12. Responses to Comments
13. Mitigation Monitoring and Reporting Program (MMRP)
14. Impact Analysis of Land Use Changes to Medical/Office Only

RESOLUTION NO. 20-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL RECOMMENDING APPROVAL OF THE MITIGATED NEGATIVE DECLARATION THAT WAS PREPARED IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND RECOMMENDING APPROVAL OF A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS) (APNS 817-09-039, 817-09-040 AND 817-09-041).

WHEREAS, prior to the adoption of this Resolution, the Planning Division of the City of Morgan Hill prepared an Initial Study and a Mitigated Negative Declaration for the Juan Hernandez – MH Medical Properties Project (Planning File No's. GPA2019-0005, ZA2019-0016, SD2019-0007 and EA2019-0023) in accordance with the requirements of the California Environmental Quality Act of 1970, as amended ("CEQA"), and state and local guidelines implementing CEQA; and

WHEREAS, the Juan Hernandez – MH Medical Properties Project ("Project") analyzed under the Initial Study/Mitigated Negative Declaration consisted of the request to amend the General Plan land use designation, a Zoning Amendment, subdivide the property into 4 lots, and Planned Development Master Plan for property located on the southeast corner of the intersection of Juan Hernandez Drive and Barrett Avenue (APNs: 817-09-039, 817-09-040 and 817-09-041); and

WHEREAS, in connection with the approval of a project involving the preparation of an Initial Study/Mitigated Negative Declaration that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to a less-than-significant level; and

WHEREAS, whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program to ensure compliance with the mitigation measures during project implementation; and

WHEREAS, the City of Morgan Hill is the lead agency on the Project, and the City Council is the decision-making body for the proposed Project; and

WHEREAS, the Planning Commission has reviewed and considered the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project; and

WHEREAS, the Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Project are, by this reference, incorporated into this Resolution as if fully set forth herein; and

WHEREAS, the Project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 89.5 of the California Department of Fish and Game Code.

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

SECTION 1. THAT THE PLANNING COMMISSION does hereby make the following findings:

- (1) It has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon the Project;
- (2) The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA; and
- (3) The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City as lead agency for the Project. The Development Services Director of the Development Services Department at 17575 Peak Avenue, Morgan Hill, California 95037, is the custodian of documents and records of proceedings on which this decision is based.
- (4) On the basis of the whole record before it (including the initial study and any comments received), there is no substantial evidence that the project will have a significant effect on the environment with the application of mitigation measures.

SECTION 2. THAT THE PLANNING COMMISSION does hereby recommend that City Council adopt the Mitigation Monitoring and Reporting Program prepared for the Project. The Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are: (1) on file in the Development Services Department, Planning Division, located at 17575 Peak Avenue, Morgan Hill CA 95037 and (2) available for inspection by any interested person.

City of Morgan Hill
Resolution No. 20-09
Page 3 of 3

PASSED AND ADOPTED THIS 29th DAY OF SEPTEMBER 2020, AT A SPECIAL MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST:

APPROVED:

JENNA LUNA, Deputy City Clerk

MOHAMMAD HABIB, Chair

Date: _____

Attachment: Resolution - Mitigated Negative Declaration [Revision 3] (2856 : Lillian Commons)

RESOLUTION NO. 20-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT GPA2019- 0005 TO AMEND THE GENERAL PLAN LAND USE MAP ON A 19.67-ACRE SITE FOR THE JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS) (APNS 817-09-039, 817-09-040 AND 817-09-041)

WHEREAS, the project applicant Lillian Commons, LLC proposes to amend the General Plan land use designation from Commercial to Mixed Use Flex on an 19.67-acre site located on the southeast corner of the intersection of Juan Hernandez Drive and Barrett Avenue (APNs: 817-09-039, 817-09-040 and 817-09-041); and

WHEREAS, the General Plan Amendment to amend the map was reviewed and found to be consistent with the 2035 General Plan; and

WHEREAS, an Initial Study/Mitigated Negative Declaration was prepared and found consistent with the California Environmental Quality Act (CEQA); and

WHEREAS, such request was considered by the Planning Commission at its regular meeting of September 29, 2020,; 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 as described in the staff report to the Planning Commission, incorporated herein by this reference.

SECTION 2. An Initial Study and Mitigated Negative Declaration (MND) was prepared in compliance with CEQA. The Planning Commission hereby finds that, on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment with the application of mitigation measures and that the Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis, and that the Mitigated Negative Declaration was considered prior to action taken to adopt this Resolution.

City of Morgan Hill
 Resolution No. 20-10
 Page 2 of 2

SECTION 3. The Planning Commission recommends that the City Council approve the General Plan Amendment application, GPA2019-0005: Juan Hernandez – MH Medical Properties (Lillian Commons).

PASSED AND ADOPTED THIS 29th DAY OF SEPTEMBER 2020, AT A SPECIAL MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST:

JENNA LUNA, Deputy City Clerk

APPROVED:

MOHAMMAD HABIB, Chair

Date: _____

Attachment: Resolution - General Plan Amendment [Revision 3] (2856 : Lillian Commons)

RESOLUTION NO. 20-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL RECOMMENDING APPROVAL OF A ZONING MAP AMENDMENT FOR A MIXED-USE FLEX AND PLANNED DEVELOPMENT COMBINING DISTRICT AND MASTER PLAN FOR A MIXED-USE DEVELOPMENT ON A 19.67-ACRE SITE LOCATED ON THE SOUTHEAST CORNER OF THE INTERSECTION OF JUAN HERNANDEZ DRIVE AND BARRETT AVENUE (JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS)) (APNS 817-09-041, 817-09-039 AND 817-09-040)

WHEREAS, Lillian Commons, LLC proposes to develop the property (Lillian Commons) located on the southeast corner of the intersection of Juan Hernandez Drive and Barrett Avenue, identified by Assessor Parcel Numbers (817-09-041, 817-09-039 and 817-09-040), with a mixed-use project consisting of a 4,500 square foot urgent care facility, 10,000 square foot medical building, 100,000 square foot medical office/hospital with 55 beds, three-story parking garage with 500 spaces, 10,000 square foot commercial retail/restaurant building, and up to a 200-unit multi-family residential development on a 19.67-acre site; and

WHEREAS, said development proposes establishment of a Planned Development combining district which requires the approval of a Zoning Map Amendment and the establishment of a Planned Development Master Plan; and

WHEREAS, Section 18.114.040 of the Morgan Hill Municipal Code requires that the Planning Commission make a recommendation to the City Council regarding the Zoning Map Amendment to establish a mixed use flex and Planned Development combining district based on findings specified in Section 18.114.060; and

WHEREAS, Section 18.30.050.H.5 of the Morgan Hill Municipal Code requires that the Planning Commission make a recommendation to the City Council regarding the Planned Development Master Plan based on findings specified in Section 18.30.050.H.7; and

WHEREAS, such request was considered by the Planning Commission at its regular meeting of September 29, 2020; 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 amendment is consistent with the General Plan and any applicable specific plan as provided by Government Code Section 65860.

The project complies with the allowed density range for units and floor area ratio on the site in accordance with the General Plan.

SECTION 2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

The project is a mixed-used development that would provide health care services, retail and housing opportunities within the City.

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.

The project is a mixed development proposal consisting of medical, retail and residential development. The project builds off the existing medical offices on the site to provide a complete medical services center; provides a small commercial component with retail/restaurant uses to serve the employees and visitors to the medical office/hospital uses as well as the surrounding community; provide housing for the medical office/hospital uses that would be affordable to the employees of these uses; provide housing in proximity to a school, commercial services and employment opportunities.

SECTION 4. The proposed development is consistent with the general plan, zoning code and any applicable specific plan or area plan adopted by the city council.

The proposed development is consistent with the policies established by the General Plan and Zoning Code.

SECTION 5. The proposed development is superior to the development that could occur under the standards applicable in the existing zoning districts.

The development will allow a mix of compatible uses, including a residential component to provide sustainability to the remainder of the uses, and a

retail and medical office/hospital component to provide work opportunities to the neighborhood and community.

SECTION 6. The proposed project will provide a substantial public benefit. The public benefit provided shall be of sufficient value as determined by the planning commission to justify deviation from the standards of the zoning district that currently applies to the property.

Several public benefits include a medical center featuring medical offices, urgent care/pharmacy, and hospital beds; high-density housing to achieve Regional Housing Needs Allocation by providing lower income housing units; open space, courtyards, and plazas available to the public that provide opportunities for people to informally meet and gather; pedestrian and bicycle pathways that enhance circulation within the property and connect to the surrounding neighborhood; locate housing in proximity to parks, school, retail and employment opportunities to reduce vehicle miles traveled and greenhouse gas emissions; provide green buildings and sustainable development features, including photovoltaic renewable energy and exceeding Title 24 standards by three to five percent; and provide accessible parks and open space beyond the minimum required.

SECTION 7. The site for the proposed development is adequate in size and shape to accommodate proposed land uses.

The project site is 19.67-acres and will have a density of 7 to 24 dwelling units per acre and a floor area ratio of 0.42 to 0.5. The size and shape of the site will accommodate the proposed medical, retail, residential and open space uses.

SECTION 8. Adequate transportation facilities, infrastructure, and public services exist or will be provided to serve the proposed development.

The site fronts Juan Hernandez Drive and Barrett Avenue. There are wet and dry utilities and infrastructure in the surrounding area that will support the project.

SECTION 9. The proposed development will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.

The project is compatible with the surrounding single-family residential uses and Barrett Elementary School and will not have a substantial adverse

effect with Conditions of Approval and Mitigation Measures included. The open space and residential uses will provide a suitable buffer between the adjacent single-family residences and school.

SECTION 10. Planning Commission recommends approval of Zoning Amendment application, ZA2019-0016: Juan Hernandez – MH Medical Properties (Lillian Commons) and the Planned Development Master Plan as described in the attached Exhibit “A”, and by this reference incorporated herein.

PASSED AND ADOPTED THIS 29th DAY OF SEPTEMBER 2020, AT A SPECIAL MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST:

 JENNA LUNA, Deputy City Clerk

APPROVED:

 MOHAMMAD HABIB, Chair

Date: _____

EXHIBIT A

Planned Development Master Plan

PD Master Plan Zoning Amendment / General Plan Amendment/
Application for Development Permit

Lillian Commons/Morgan Hill Medical Campus A Mixed Use Development

Lillian Commons, LLC-Applicant

October 30, 2019
Revised March 13, 2020



Attachment: Resolution - Zoning Amendment - Exhibit A: Planned Development Master Plan (2856 : Lillian Commons)

Prepared by
EMC Planning Group

PD MASTER PLAN ZONING AMENDMENT /
GENERAL PLAN AMENDMENT/
APPLICATION FOR DEVELOPMENT PERMIT

Lillian Commons/ Morgan Hill Medical Campus A Mixed Use Development

Prepared for

LILLIAN COMMONS, LLC

782 SLEEPER AVENUE

MOUNTAIN VIEW, CA 94040

TEL 650.575.9608

Prepared by

EMC PLANNING GROUP INC.

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MARCH 13, 2020

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1.0

INTRODUCTION

This Planned Development (PD) Master Plan has been prepared pursuant to the requirements of the City of Morgan Hill Municipal Code, and submittal requirements of the Community Development Department. This PD Master Plan also incorporates the requirements for a General Plan Amendment; the property has been concurrently re-designated from Commercial to Mixed Use Flex.

The PD Master Plan covers an area of approximately 19.7 acres east of Juan Hernandez Drive and north of Tennant Avenue. Refer to PD Master Plan section 4.5 for maps illustrating the plan boundary.

The PD Master Plan presents the following required information:

- Planning objectives;
- Community benefits;
- Land uses and approvals;
- Development standard deviations requested;
- Circulation plan;
- Locations of public facilities and open space;
- Diagrams showing various aspects of planned development;
- Development phasing; and
- Ongoing obligations

The PD Master Plan provides an overlay to the base Commercial Services (CS) zoning district. The purpose of the CS zoning district is to provide an area for commercial services that may be inappropriate in neighborhood or pedestrian-oriented shopping areas, and which generally require automotive access for customer convenience, servicing of vehicles or equipment, loading or unloading, or parking of commercial service vehicles.

The purpose of the Planned Development (PD) combining district is to allow for high quality development that deviates from standards and regulations applicable to base zoning districts in the City of Morgan Hill. Permitted land uses may deviate from the land use regulations of the applicable base zoning district, in this case Service Commercial, provided the PD combining district allows only those land uses permitted in the applicable general plan land use designation.

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2.0

PLANNING OBJECTIVES

The PD Master Plan is designed to achieve the following planning objectives:

- Build off existing medical offices to provide a complete medical services center within the City.
- Provide a small commercial component with retail/restaurant uses to serve the employees and visitors to the medical office/hospital uses as well as the surrounding community.
- Provide housing for the medical office/ hospital uses that would be affordable to the employees of these uses.
- Provide high-density housing in proximity to a school, commercial services, and employment opportunities.

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3.0

COMMUNITY BENEFITS AND GENERAL PLAN AMENDMENT JUSTIFICATION

3.1 Planned Development Community Benefits

The PD Master Plan will provide the following community benefits to the City of Morgan Hill:

- Provide the City with a well-rounded medical center featuring medical offices, urgent care/ pharmacy, and hospital beds.
- Provide the City with additional high-density housing to help the City achieve its Regional Housing Needs Allocation for lower income housing, and construct affordable housing units.
- Provide the neighborhood and City with open space, courtyards, and plazas that provide opportunities for people to informally meet and gather.
- Provide the neighborhood and City with pedestrian and bicycle pathways that enhance circulation within the property and connect to the surrounding neighborhood.
- Locate housing in proximity to parks, a school, retail, and employment opportunities to reduce vehicle miles traveled and greenhouse gas emissions.
- Provide the City with green buildings and sustainable development features. These will include photovoltaic renewable energy and meeting or exceeding Title 24 standards by three to five percent.
- Provide accessible parks and open space beyond the minimum required by the City. Park land will be dedicated to the City and the project will provide a walking/ jogging trail around the perimeter of the property to facilitate healthy living.

3.2 General Plan Amendment Justification

The PD Master Plan incorporates an amendment to the 2035 General Plan designation for the property to Mixed Use Flex (MU-F). The general plan amendment is necessary to permit the residential and hospital uses. Under the PD zoning, only those uses allowed in the property's general plan land use designation may be permitted by the PD zoning, and the general plan amendment to Mixed Use Flex accomplishes that purpose.

The 2035 General Plan defines the Mixed Use Flex district as follows:

The Mixed Use Flex designation, which is primarily applied to properties along the Monterey Road corridor north and south of downtown, allows for a mix of residential, commercial, and office uses applied either vertically (i.e., one structure with multiple uses) or horizontally (i.e., structures with different land uses located adjacent to one another). Density should transition from higher to lower at the ends of Monterey corridor. The Mixed Use Flex designation allows 7 to 24 units per acre and a maximum FAR of 0.5. Prior to development of Residential or Mixed-Use projects within the Mixed Use Flex designation a block level master plan is required to identify how commercial uses will be incorporated within the development of the block and how individual development projects will connect with each other. Commercial development may proceed without preparation of a block level master plan consistent with the Commercial designation.

This definition suits the development planned in the PD Master Plan, as the PD Master Plan conceptual Site Plan incorporates housing near the medical office/hospital uses that is intended to be affordable to the employees of these uses. In addition, the conceptual Site Plan incorporates a small commercial component within a 10,000 square foot building, with retail/restaurant uses to serve the employees and visitors to the hospital as well as the surrounding residential community. The conceptual Site Plan shows how the medical office/hospital, commercial, and high-density residential uses will be arranged and connect with one another.

Best Interest of the Community

Why is the proposed amendment in the best interest of the community?

The residential uses are located within the property to provide a transition in intensity between the existing medical uses, Barrett Avenue Elementary School, and the single family residential uses abutting Juan Hernandez Drive to the west. The commercial, medical office/ hospital uses will be located adjacent to the existing medical offices, providing a campus feel on the property. The structured parking will provide adequate parking to accommodate the medical uses and provide overflow parking for the compatible high-density residential uses on the project site.

The mix of uses will provide convenient retail uses and services adjacent to both the high density residential uses and the medical office/hospital. The medical office/hospital will be located close to a freeway access, and just off two thoroughfares (Tennant Avenue and Butterfield Boulevard) providing convenient access to Morgan Hill residents and those from elsewhere in the region.

Public Need

Is there currently a public need for this amendment?

The Commercial uses outlined in the 2035 General Plan, though appropriate for this property, do not include the “third leg” which provides a sustainable living solution for commercial and institutional employees. Housing, and especially affordable housing, are a critical public need throughout the State, and especially in the Bay Area. Apartments are an affordable housing option for service workers and would provide employees the opportunity to eliminate their commute to work. The one and two bedroom apartments, with 15 percent affordable, would allow younger adults, families, and seniors to live and work in a sustainable manner. Additionally the proposed amendment to the 2035 General Plan for this property would go a long way toward meeting several General Plan policies, as listed below, and addressed in Section 7.0, 2035 General Plan Consistency.

Housing- Policy HE-4u: Mix of Housing Near Services. Encourage a mix of housing types in each neighborhood located convenient to shopping, services, recreation, and transit routes.

Healthy Community- Policy HC-3.8 Private Open Space. Encourage new development to permit public access to private open space and parks where feasible and appropriate.

City & Neighborhood Form- Policy CNF-13.1 Mixed Use Flex Development. Encourage a mix of uses, either vertically or horizontally, to allow residents and employees to meet daily needs without the use of the private automobile.

The proposed hospital would also provide for the public needs, adding a much-needed medical services to the City of Morgan Hill. The hospital will also provide a variety of jobs for the city and surrounding population.

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4.0

PROPERTY AND DEVELOPMENT DESCRIPTIONS

4.1 Property Description

Location

The property within the PD Master Plan is located in the City of Morgan Hill, California, on Juan Hernandez Drive between Tennant Avenue and Barrett Avenue, adjacent to South Valley Freeway (US Highway 101-Salinas Valley Freeway). [Figure 1, Regional Location Map](#), shows the property location in a regional setting. All figures discussed in this section are presented in Section 4.5. Regional access to the property is provided by US Highway 101, and local access to the property is provided by Tennant Avenue from the south and Barrett Avenue from the north. Ingress and egress to the project site will be primarily from Juan Hernandez Drive, along the western property boundary.

The approximately 19.67-acre property consists of two adjoining undeveloped parcels of land (13.94-acres and 4.04-acres) and one developed parcel (1.69-acres). [Figure 2, Location Map](#), illustrates the location of the property with the parcels delineated. [Figure 3, Assessor's Parcel Map](#), presents the parcel map for the property and the Assessor's Parcels Numbers (APNs) 817-09-041 (13.94-acres), 817-09-039 (4.04-acres) and 817-09-040 (1.69-acres). Legal descriptions are presented in Section 9.0.

Property Characteristics

The undeveloped land is relatively flat, with several trees located on the northern parcel. Most of the property is vacant and has been farmed in the distant past. Two medical office buildings and related site improvements (driveway, parking, landscaping, and utilities) exist on the southern portion of the property as illustrated on [Figure 4, Existing Conditions Map](#).

Existing Land Use Designation and Zoning

The property is designated Commercial in the 2035 General Plan as illustrated in [Figure 5, Existing City General Plan Land Use Diagram](#), and is located in the Service Commercial zoning district with a Planned Development Combining District Overlay (PD) as illustrated in [Figure 6, Existing City Zoning Map](#).

Property Data

Project Location

City of Morgan Hill, CA (East of Juan Hernandez Drive, south of Barrett Avenue and west of US Highway 101 or Salinas Valley Freeway).

Street Address

0 and 16130 Juan Hernandez Drive, Morgan Hill, CA

Existing Assessor's Parcel Numbers

817-09-039, and 817-09-040, and 817-09-041

Acreage

Gross Property Acreage: 4.04, 1.69, and 13.94 (19.67 acres)

Net Property Acreage: 4.03, 1.66, and 13.49 (19.18- acres)

Zoning

Services Commercial District (CS) with Planned Development Combining District (PD) overlay

General Plan Designation

Mixed Use Flex (amended from Commercial)

4.2 PD Master Plan Description

General Plan Amendment

Incorporated into the PD Master Plan is an amendment to the 2035 General Plan land use diagram to change the designation for the property from Commercial to Mixed Use Flex (MU-F). [Figure 7, General Plan Amendment](#) indicated the existing and proposed land use designation.

Zoning Map Amendment

Concurrent with approval of the PD Master Plan, the property will be re-zoned by ordinance to reflect the application of the Planned Development combining district with a base CS district, and incorporation of this PD Master Plan for the property as illustrated in [Figure 8, Zoning Plat](#).

Parcel Map

A parcel map will divide the property's three existing parcels into four parcels to facilitate development or sale. The two vacant parcels would be subdivided into three parcels (A-C). The existing medical office site (Parcel D), would be reconfigured and included as part of the overall PD Master Plan. [Figure 9, Tentative](#)

Parcel Map, prepared by the project engineer indicates how the property will be subdivided. The three existing lots will be re-organized into four parcels. Parcel A, 4.17 acres, Parcel B, 1.78 acres, Parcel C, 9.49 acres, Parcel D, 4.13 acres, and 0.10 acres will be dedicated as right-of-way along Barrett Avenue.

Development

Development anticipated within the PD Master Plan would be in the range of 350,000 – 417,696 square feet of residential, commercial, office, and/or institutional uses, including up to 200 multi-family dwelling units. All land uses permitted in the PD Master Plan are presented in Section 5.0.

Figure 10, Site Plan is presented in Section 4.5. The conceptual Site Plan includes five uses. The square footage of each use is that provided on the conceptual Site Plan, and could slightly increase or decrease.

- 4,500 square foot urgent care/pharmacy facility on the existing medical site;
- 10,000 square foot medical office as cancer center;
- 100,000 square foot medical office and hospital with a parking deck (multi-story with 54,000 square-foot footprint);
- 10,000 square foot commercial retail/restaurant building; and
- 200-unit multifamily residential development (178,500 square feet living units plus clubhouse, and 32,886 square feet covered carports).

All uses will share common driveway access to Juan Hernandez Drive and Barrett Avenue. The conceptual Site Plan illustrates the overall development concept, including the proposed land uses, building placement, circulation patterns, parking, and open space. The descriptions in this section are based on the conceptual Site Plan.

Parcel A

The proposed medical/hospital facility will occupy one building in Parcel A. Two pick-up/drop-off areas are located adjacent to the proposed buildings to assist patients. Development of Parcel A includes a 500-space parking structure that will be shared by the adjacent uses along with access and utility infrastructure. A small park is also located on Parcel A for visitors and employees.

Parcel B

This parcel will be developed with approximately 10,000 square feet of commercial/retail uses, including a 5,000 square-foot sit down restaurant, a 55-space surface parking lot, and access and utility infrastructure. The remaining 5,000 square feet will be available for other personal service or retail uses. The mix of uses within this building will be market driven and could fluctuate over the life of the building.

Parcel C

Parcel C will be developed with 200 multifamily residential units in five buildings, a 3,000 square foot leasing office/club house, interior recreation area, covered and uncovered parking for 359 vehicles

and bicycles. Additional vehicle parking will be available through a shared parking agreement with the developer of Parcel A. The proposed mix of units consists of 61 one bedroom units and 139 two bedroom units. Two of the five buildings will be three stories, approximately 35 feet tall, and are located closest to Juan Hernandez Drive. The other three buildings will be four stories, approximately 45 feet tall and will be placed around an interior recreation area and swimming pool. Parcel C may also be developed with Single Family attached and detached for-sale dwelling units or other medical office uses.

Parcel D

Parcel D includes two existing medical buildings totaling 15,900 square feet and parking. The existing medical buildings will remain and a new one story 4,500 square foot urgent care/pharmacy medical facility will be constructed on this parcel, located in what is now occupied by a portion of the parking lot, leaving 30 surface parking spaces to remain for the existing medical facility and urgent care/pharmacy. A 10,000 square foot medical office – cancer center and a 66-space surface parking lot will be developed on this reconfigured parcel. Parking for the existing medical building displaced by the proposed urgent care/pharmacy facility will be replaced adjacent to the proposed medical office – cancer center and through a shared parking agreement with the remainder of the medical facility that will be developed on the new Parcel A.

Parkland/Open Space

The PD Master Plan includes the provision of approximately 2.9 acres of parks and open space. Amenities on Parcel C include a swimming pool, hot tub, lounging patio, and tot lot/play area, open play fields, and jogging/walking trail connections to adjacent sidewalk systems. Recreational parkland amenities in Parcel A include passive recreational opportunities with a landscaped area and park benches located between the medical/hospital facility and the commercial uses on Parcel B. Trail connections are provided throughout the property including new pedestrian access to the existing medical campus (Parcel D).

Site Access/Circulation

Access to the project site will be provided by four driveways: the existing driveway to the medical office would be retained and extended to provide secondary access to the medical/hospital facility and cancer center. An additional driveway, approximately 460 feet north of the existing driveway, will provide the primary access to Parcels A-C through the middle of the property. Two additional driveways will provide secondary access to the multifamily residential development from Barrett Avenue. The accessways for all project components are interconnected within the property. All new accessways will be designed to meet City of Morgan Hill design and performance standards for streets, driveways, curb, gutter and sidewalks. The conceptual Site Plan provides a layout of the circulation system for the project.

Juan Hernandez Drive is a two lane street with striping at Barrett Avenue to allow for turn lanes. The street is wide enough to provide on street parking but individual spaces are not marked. Barrett Avenue is a two lane street primarily providing access to Barrett Elementary School. Two left turn lanes from Juan Hernandez Drive into the property are proposed.

Sidewalks will be extended into the property from the existing sidewalks along Juan Hernandez Drive and Barrett Avenue. Connection will be made to the existing sidewalks on Juan Hernandez Drive and Barrett Avenue. Within the project boundary, sidewalks will be provided on all internal driveways to meet Americans with Disabilities (ADA) standards. Bicycle traffic shares the paved area or uses the sidewalk. Pathways and sidewalks designated for bicycle use will meet Caltrans design standards for bikeways. The passive park with a jogging/walking trail for pedestrians, will serve as a passage way from Barrett Avenue to the south side of the property. Additionally, all the uses proposed in the development project will have pedestrian connections to the park.

Parking

Parking will be located on each parcel and a shared parking agreement will be implemented per Municipal Code Section 18.72.050, on-site parking alternative-Section F, to meet the parking needs of the development. Parking below standards for some uses will be met by implementing a shared parking agreement between the newly created parcels within the property. Additionally, the mix of land uses will result in walking trips that will reduce parking demands for some uses.

Signage and Lighting

A detailed signage and lighting plans will be submitted during the Design Review phase of the project review. Signage and lighting will comply with the City of Morgan Hill Municipal Code, Sections 18.88 and 18.72.060G. We anticipate signage will be located at the intersection of Juan Hernandez Drive and the main access drive into the property, currently labeled as Street A on the conceptual Site Plan. Additional internal signage locations have not been determined at this time.

Storm Water Infrastructure

All drainage systems will be designed to comply with City and Regional Water Quality Control Board requirements for storm water management. Bio swales will be dispersed throughout the development, including a 25-foot wide landscape buffer along the east property line and a storm water basin, located in the southeast corner of the property. All drainage improvements will be designed and landscaped to meet City and State design criteria and performance standards. Where necessary, fencing around the ponds will consist of black chain link or decorative fencing and landscaping to shield views from US Highway 101 and onsite patrons.

Other Utilities

Sewer, water, and wastewater infrastructure will be designed and constructed in conformance with City standards. Ownership and maintenance will generally correspond to location within public or private property. Where utilities cross private property, easements will be established as necessary to provide access. Other utility infrastructure (gas, electric, communications, etc.) will be designed and constructed in conformance with State or utility standards. Ownership of these utilities will remain with the utility, with easements established as necessary to provide access.

Phasing

The proposed project would likely be constructed in phases starting with development of Parcel C, followed by development of Parcels B and D, and closing with the development of Parcel A. The hospital use will require approvals by the Office of Statewide Health Planning and Development (OSHDP) and the Division of the State Architect, some approvals could take as long as seven years, which is why it is expected to be the final element of the project to be developed. Full occupancy of all uses is assumed to occur in the year 2025-2027. Market factors could result in a changed phasing sequence.

Conceptual Development Plans

Figure 10, *Conceptual Site Plan*, illustrates the overall development concept, including the proposed land uses, buildings, circulation patterns, parking, and open space and common areas. This plan documents the percentage of site area that will be dedicated for all types of open space.

Figure 11, *Pedestrian Circulation/Open Space Plan*, illustrates the connectivity of the project, how it relates to the surrounding pedestrian network, and open space proposed on the project site.

Figure 12, *Illustrative Site Plan*, is a conceptual color rendering of how all the elements come together on the property.

Figure 13, *Conceptual Site and Utility Plan*, provides locations of sewer, water and fire connection on the site plan and also shows the proposed storm water management areas.

Figure 14, *Conceptual Grading Plan*, provides conceptual contour grading, drainage and flood control facilities, easement, property lines, rights-of-ways, and existing features beyond the site boundaries. Structures, building footprint and floor elevations are also depicted on the conceptual Grading Plan.

Full Size Plans, Illustrative Building Elevations, provided under separate cover, illustrate the building elevations and provide perspective renderings for each building. The building architecture and design are inspired by a distinctly modern and geometric aesthetic, using classical materials for a timeless appearance. The elevations are crafted of warm wood, grey stone and contrasting light stucco. The transparent glazing panes will provide ample daylight and animate the buildings, flooding the interior spaces with natural light and the orthogonal volumes and surfaces complement each other. The parking deck form is reduced in mass by using landscape screens facing US Highway 101.

Full Size Plans, The Conceptual Landscape Plans, provided under separate cover, identify landscaped areas throughout the PD Master Plan and explain the main landscape concepts to be achieved for the project. The conceptual Landscape Plans identify the major types of plant material to be used including street trees, parking lot trees, shrubbery to be used to screen the parking lots, and buffer plantings.

Conceptual Site Development Data

The PD Master Plan's conceptual Site Plan (see Figure 10) is used to provide the numbers that were used to prepare the project description and CEQA documentation. Additional dwelling units or floor area may be achieved on the property. The PD Master Plan allows a range of 350,000 – 417,696 square

feet of commercial, office, and/or institutional floor space and a maximum of 200 multi-family or single family dwelling units. It is expected the conceptual Site Plan will be modified prior to Design Review. Modification will be kept to a limit acceptable to not trigger additional CEQA impacts or mitigation measures. If the conceptual Site Plan changes exceed this limit, additional CEQA documentation may be necessary.

Medical Office / Cancer Center

Building Coverage: 10,000 square feet

Floor Area: 10,000 square feet

Building Height: One story (25-foot maximum)

Parking: 96 shared spaces, including 30 existing spaces, 2 ADA spaces, 2 EV spaces, and 5 bicycle spaces

Medical / Hospital

Building Coverage: 33,333 square feet

Floor Area: 100,000 square feet

Building Height: Three story (52-foot maximum including rooftop equipment)

Parking: 500 shared spaces within deck, including 9 ADA spaces, 10 EV spaces, and 25 bicycle spaces

Decked Parking

Building Coverage: 54,000 square feet

Building Height: Three story (32-foot)

Retail / Restaurant

Building Coverage: 10,000 square feet

Floor Area: 10,000 square feet

Building Height: One story (25-foot)

Parking: 55 spaces, including 3 ADA spaces, 2 EV spaces, and 5 uncovered bicycle spaces

Multi-Family Housing

Building Coverage: 51,750 square feet (apartments and clubhouse/leasing office)

Floor Area: 175,500 square feet – apartments; 3,000 square feet – club house

Building Height: Varies by building: Three story (35-foot maximum); Four story (45-foot)

Dwelling Units: 200 Units (conceptual Site Plan assumes 61 at 1 bedroom and 139 at 2 bedroom, or 200 units)

Parking: 359 spaces, including 8 ADA spaces, 200 covered spaces, and 7 EV spaces

Bicycle Parking: 36 covered bicycle spaces, 40 uncovered bicycle spaces

Urgent Care and Pharmacy

Building Coverage: 4,500 square feet

Floor Area: 4,500 square feet

Building Height: One story (25-foot)

Parking: 96 shared spaces, including 30 existing spaces, 2 ADA spaces, 3 uncovered bicycle spaces

Existing Medical Buildings

Building Coverage: 15,900 square feet (12,300 square feet and 3,600 square feet)

Floor Area: 15,900 square feet

Building Height: One story

Parking: 96 shared spaces, including 30 existing spaces, 4 ADA spaces, 2 EV spaces and 4 uncovered bicycle spaces.

Park

Open Space / Passive Park Acreage: +/- 2.2 acres

Recreation exclusive for Multi-Family: +/- 0.70 acres

Additional open space is provided on site in landscaped buffers including walking/jogging trails.

Total Building Coverage

(Net Property Land Area: 835,391 square feet / 19.18 acres)

Allowed: 417,696 square feet (50% of net land area)

Proposed: Not to exceed 50% (conceptual Site Plan indicates 212,319 square feet (25% of net land area)

Floor Area Ratio (FAR)

(Net Property Land Area: 835,391 square feet / 19.18 acres)

Maximum FAR (per MU-F 0.5): 417,696 square feet

Proposed FAR: (0.42-0.5) 350,000 to 417,696 square feet (conceptual Site Plan indicates 351,786 square feet)

Total Square Feet

(Within buildings/carports on conceptual Site Plan)

Retail/Restaurant: 10,000 square feet

Medical Offices (4): 30,400 square feet

Medical/Hospital: 100,000 square feet

Residential: 178,500 square feet (includes club house/leasing office at 3,000 square feet)

Covered Residential Parking: 32,886 square feet – expected to be carports

Total: 351,786 square feet – (does not include the commercial parking structure)

Total Parking

Proposed Vehicle Parking: 1,010 spaces total (96 compact spaces at bio swales)

Covered Vehicle Parking: 700 spaces (500 spaces within parking structure)

Bicycle Parking: 118 (36 covered spaces, 82 uncovered spaces)

ADA Parking: 28 spaces

Electric Vehicle (EV): 23 spaces

4.3 Implementing Approvals

After the actions noted above are complete (General Plan Amendment, Zoning Map Amendment, and Parcel Map), the following implementing actions will remain to be taken by the City prior to construction. These approvals will most likely be separate actions for each parcel within the PD Master Plan.

Final Maps. After the tentative parcel map is approved, final maps will be filed. It is anticipated that a separate final map may be filed for each parcel, along with a corresponding improvement plan.

Design Review Permits. Prior to construction, each structure will be required to obtain a design review permit. Each design review permit will be approved by resolution by the Planning Commission.

Conditional Use Permits. Some uses that are allowed within the PD Master Plan will require a conditional use permit. Each conditional use permit will be approved by resolution by the Planning Commission.

4.4 Ownership and Ongoing Obligations

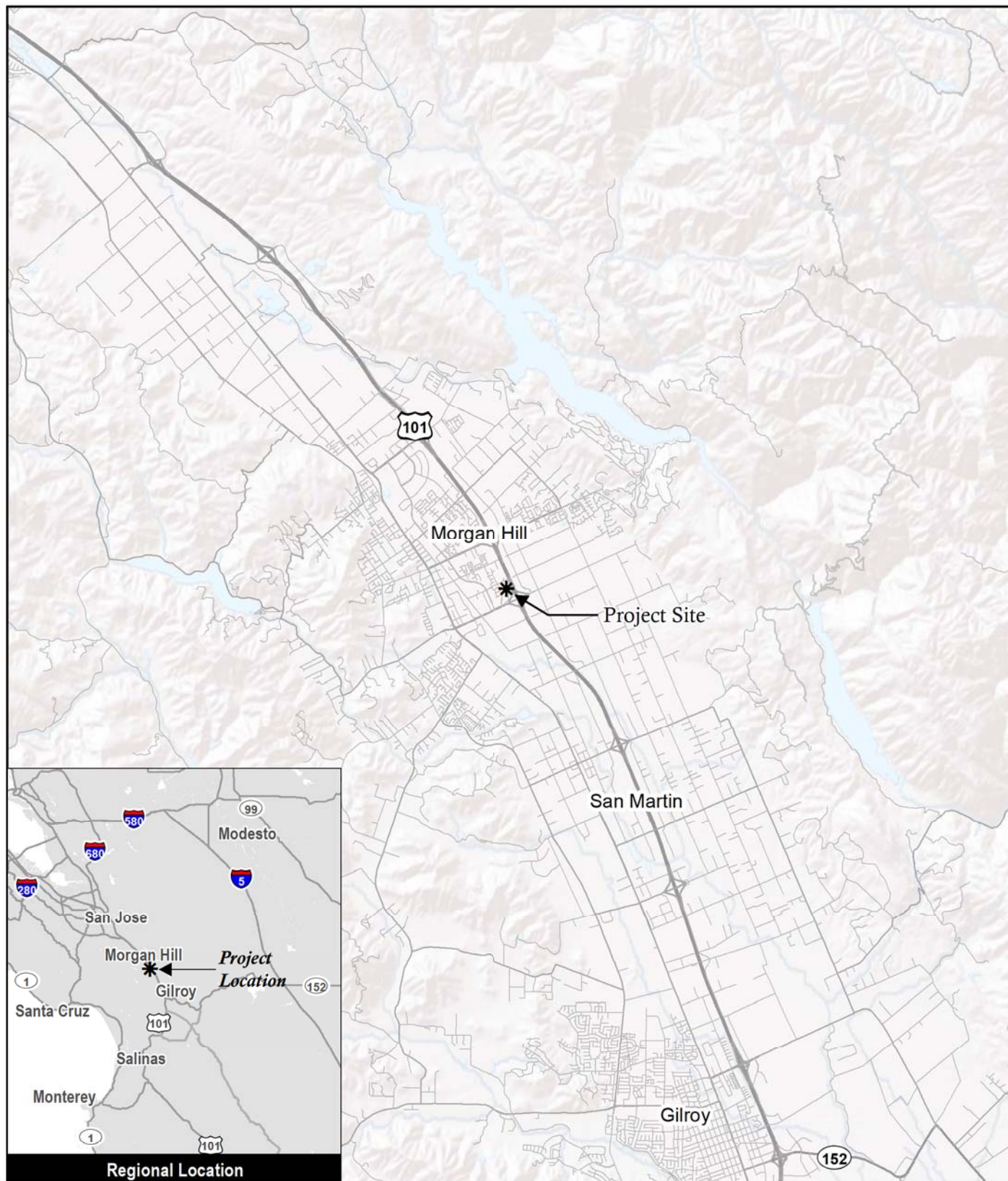
The PD Master Plan, General Plan Amendment, and subdivision proponent seeks to obtain City approval of the General Plan Amendment, PD Master Plan and subdivision entitlements. The applicant/proponent intends to develop Parcel D with the Medical Center (e.g. urgent care/pharmacy, cancer center, medical offices, etc.). The medical /hospital parcel, retail/restaurant parcel, and residential parcel will most likely be sold to end users or to specialized developers.

Park land will be set aside within an easement upon filing of the final parcel map(s). Infrastructure will be constructed by future developers. Dedication and long-term maintenance financing of circulation, water, wastewater, and storm water infrastructure will be determined when development applications are processed.

A memorandum of agreement (MOA) or development agreement (DA) will be drafted by the applicant and distributed to the developers of each lot to allow for an orderly manner in which to provide capital improvements and maintenance of the infrastructure and common areas located throughout the property. It is expected that a shared parking agreement will be prepared as part of the MOA/DA to allow shared parking among the end users of the PD Master Plan development.

4.5 Maps and Diagrams

Maps and Diagrams are presented on the following pages.



Source: ESRI 2019

Figure 1

Regional Location Map

Lillian Commons/Morgan Hill Medical Campus



0 2 miles

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0 300 feet



Subject Property



Morgan Hill
City Limits

Source: ESRI 2019, Santa Clara County GIS 2018



Figure 2
Vicinity Map

Lillian Commons/Morgan Hill Medical Campus

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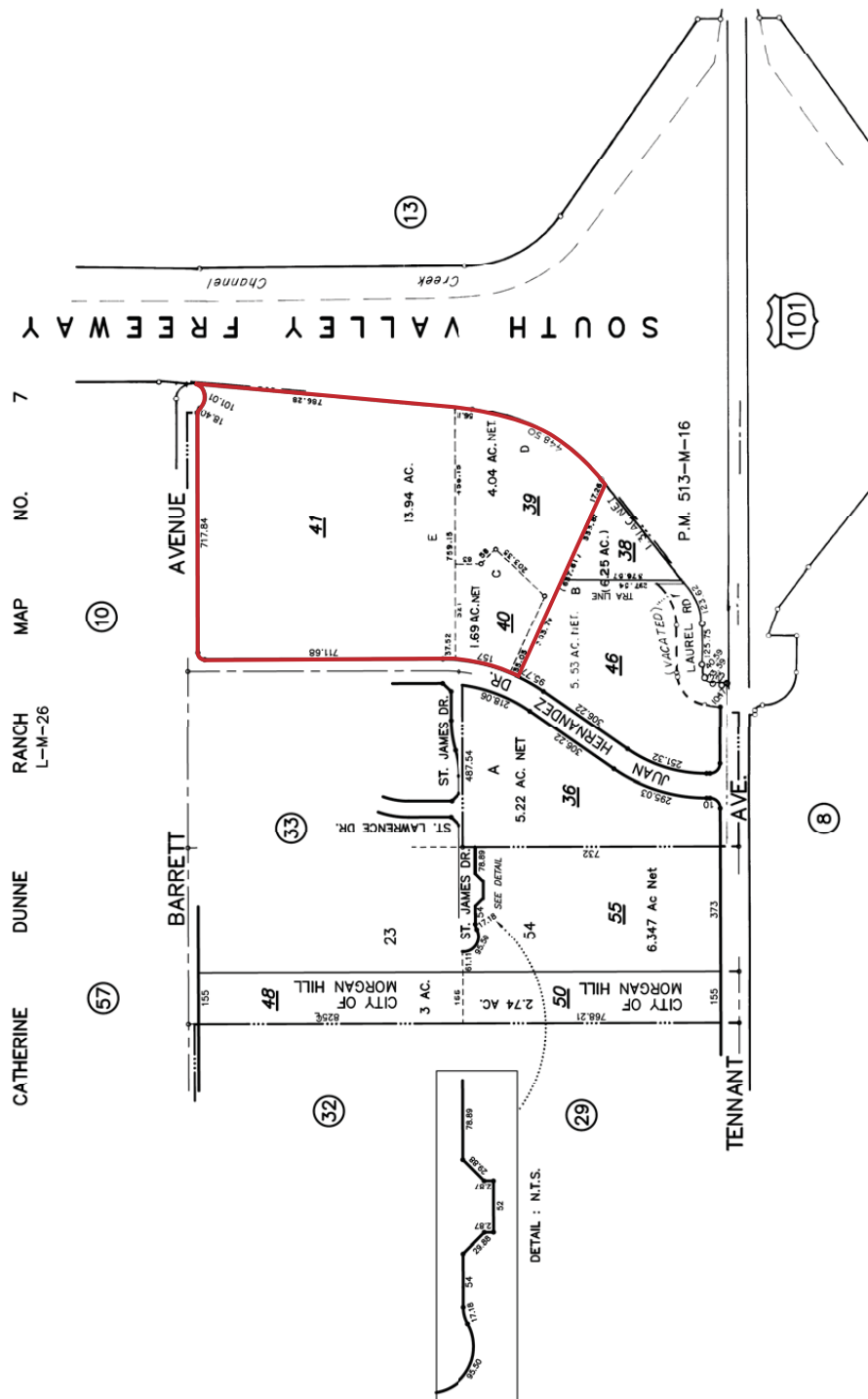
Figure 3

Assessor's Parcel Map

Lillian Commons/Morgan Hill Medical Campus

Attachment: Resolution - Zoning Amendment - Exhibit A: Planned Development Master Plan (2856 : Lillian Commons)

Source: Office of the Assessor, County of Santa Clara 2019



0 575 feet

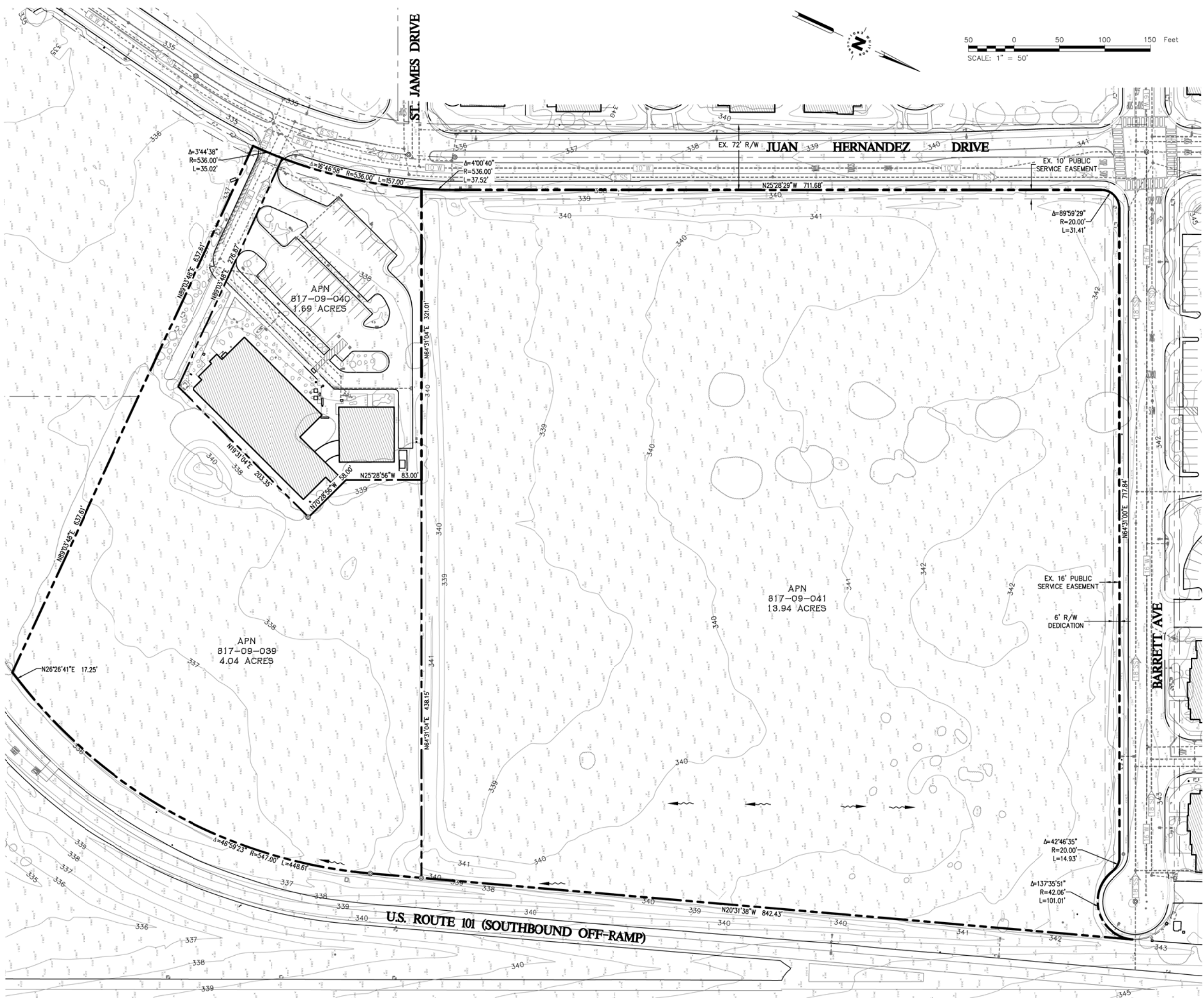


Subject Property

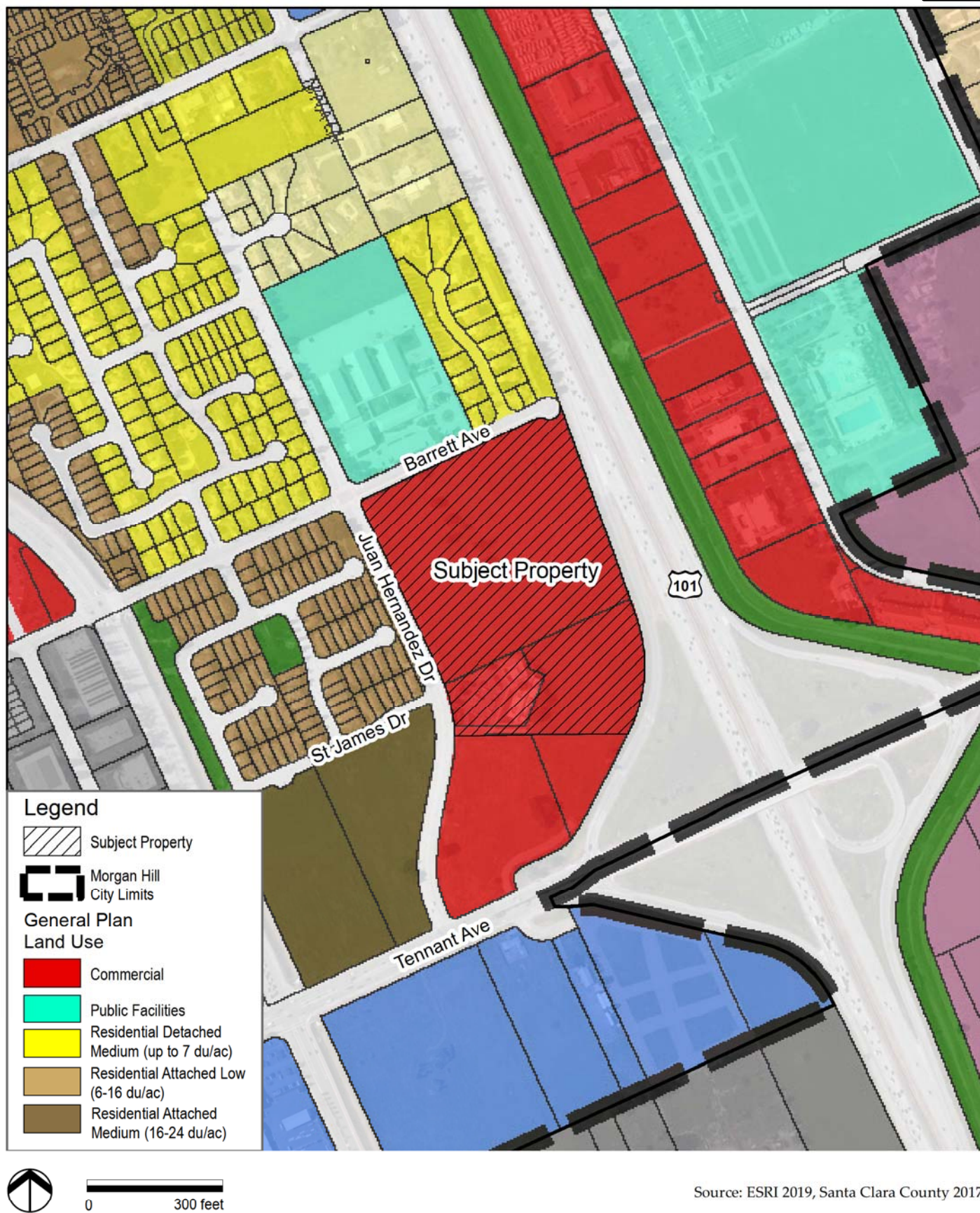


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C1.0	EXISTING CONDITIONS MAP
C2.0	CONCEPTUAL SITE AND UTILITY PLAN
C2.1	CONCEPTUAL GRADING PLAN



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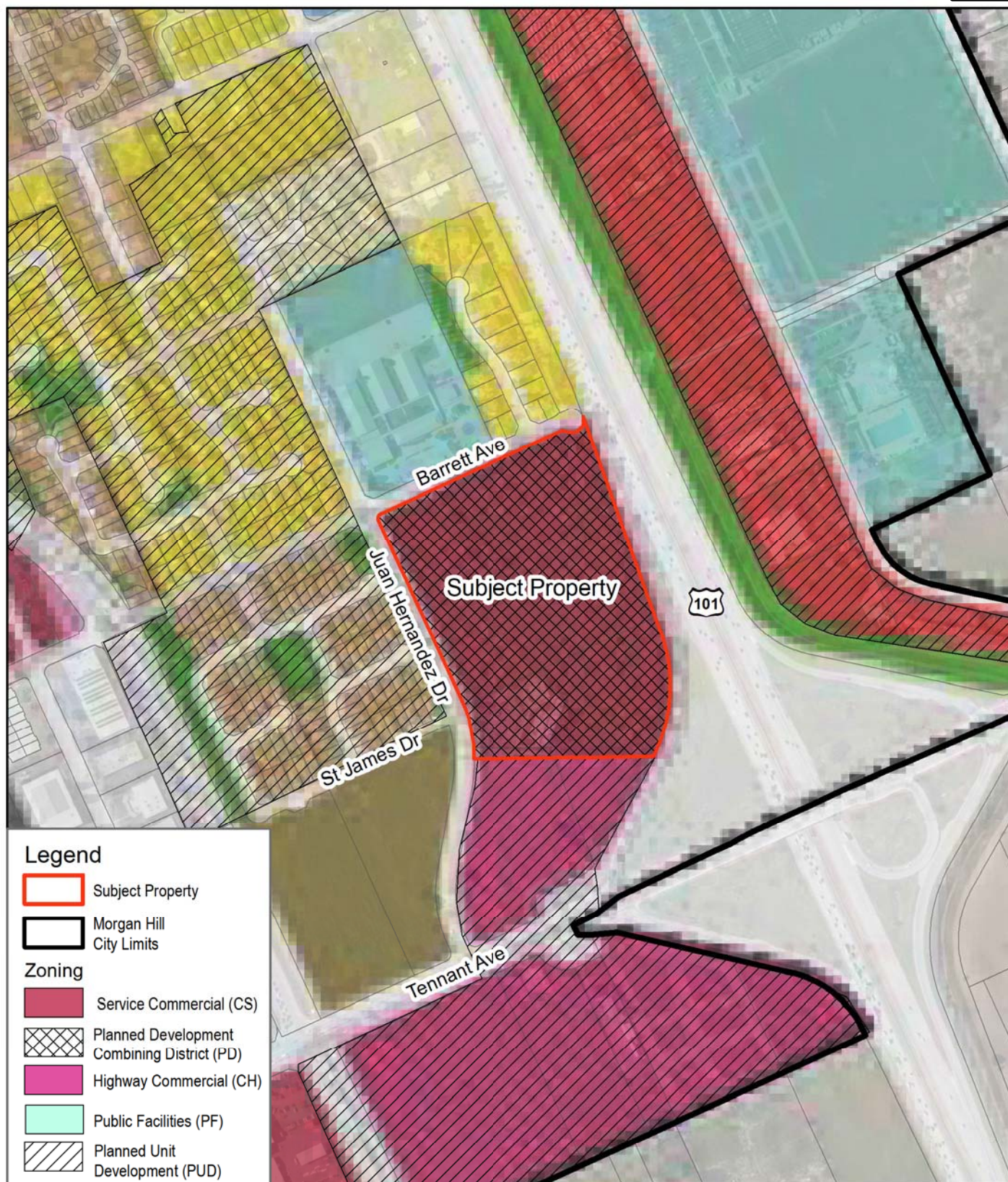
Attachment: Resolution - Zoning Amendment - Exhibit A: Planned Development Master Plan (2856 : Lillian Commons)

Figure 5

Existing City General Plan Land Use Map

Lillian Commons/Morgan Hill Medical Campus

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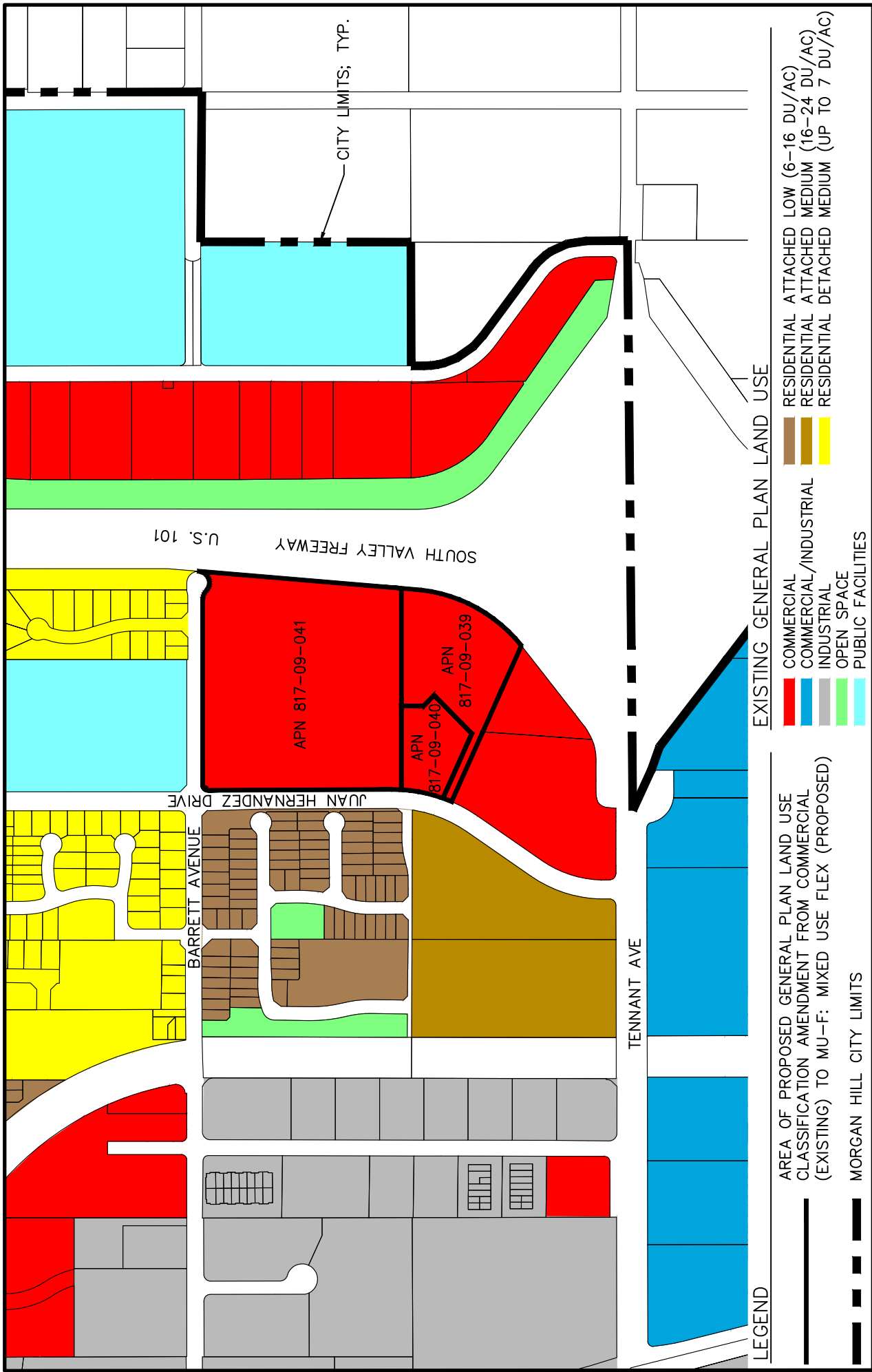
Source: ESRI 2019, Santa Clara County 2017

Figure 6

Existing City Zoning Map

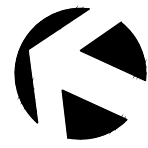
Lillian Commons/Morgan Hill Medical Campus

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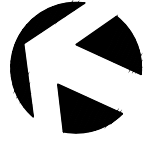
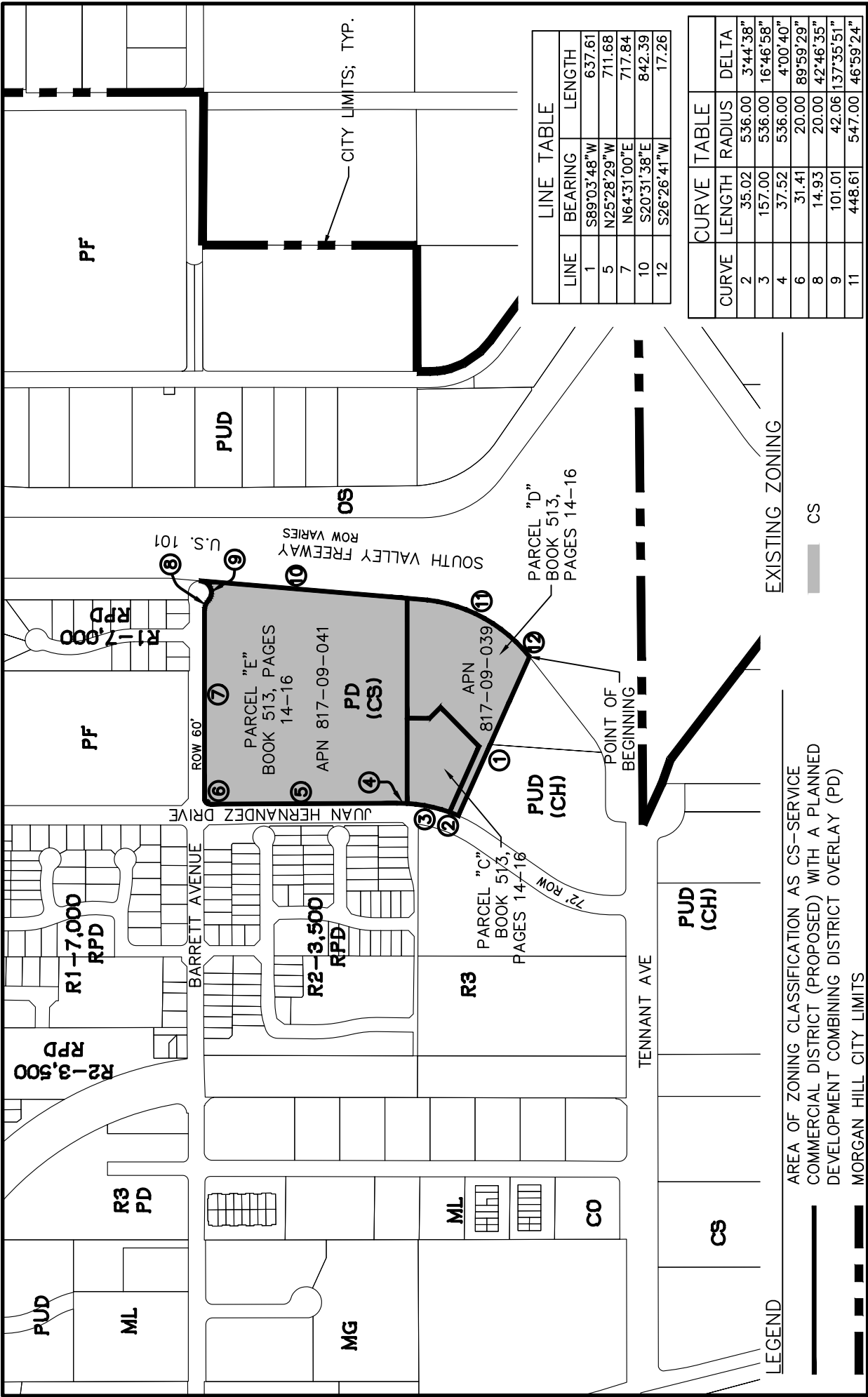
PREPARED BY:
 HITSON ENGINEERS
 HARRIS COURT
 MONTEREY, CA 93940
 (415) 649-5225
 DATE: 10/1/2018

**FIGURE 7 - PROPOSED GENERAL
 PLAN AMENDMENT TO THE CITY
 OF MORGAN HILL ENTITLED
 0 JUAN HERNANDEZ DRIVE,**



3.d

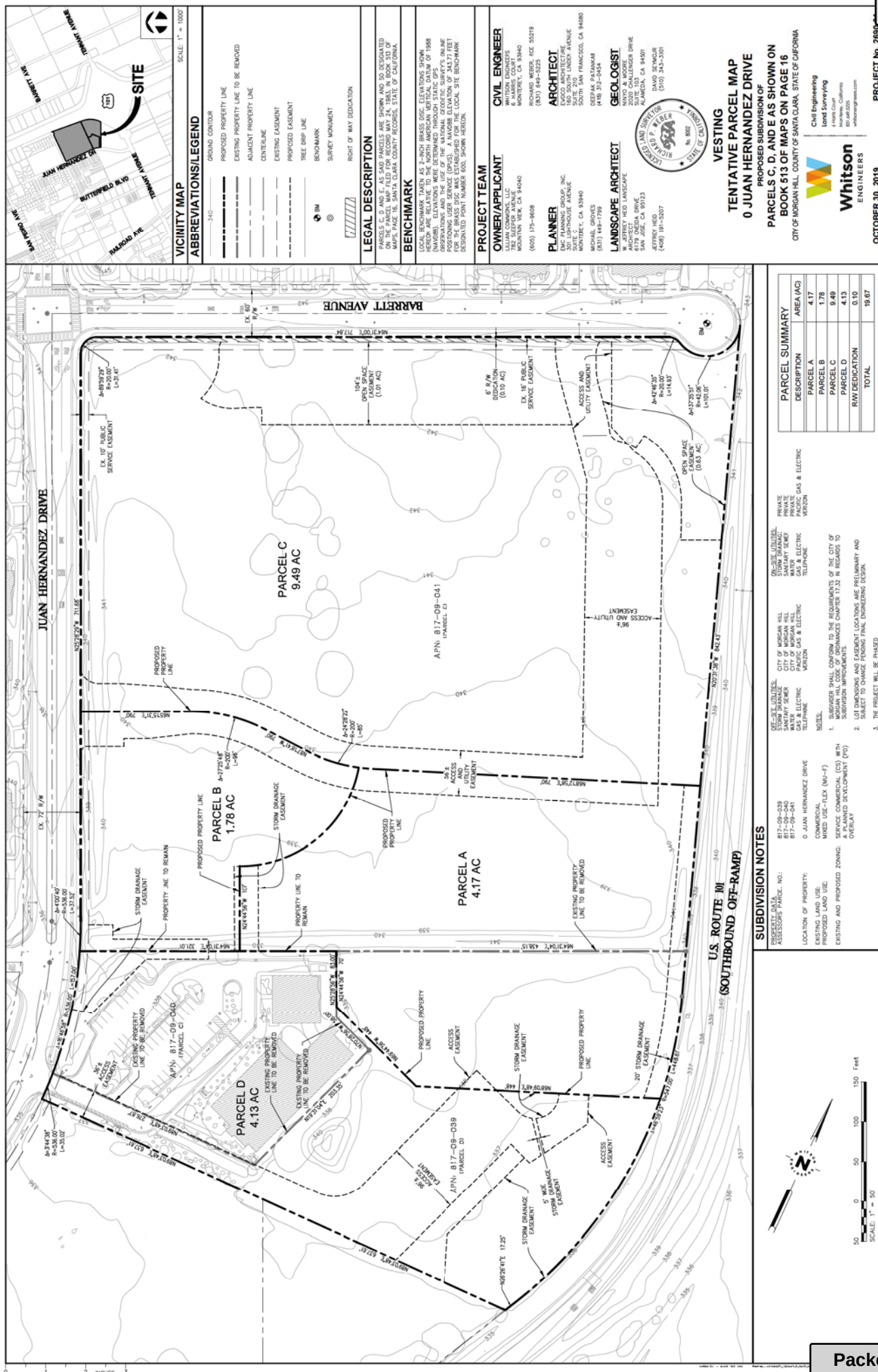
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 MONTEREY, CA 93940
 (415) 649-5225

FIGURE 8 - MAP SHOWING ZONING LANDS OF 0 JUAN HERNANDEZ DRIVE, MORGAN HILL, BEING A PART OF ORDINANCE No. _____,

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Lillian Commons / Morgan Hill Medical Campus

SITE DATA:

APN: 817-09-039, 040 and 041

Site Area: GLA -19.67 AC, 856,782 SF

Structure Size:

Parcel A - Proposed Medical Office / Hospital - 4.17 AC
100,000 SF, 500 Pkg. Spaces
0.44 AC Passive Park

Parcel B - Proposed Commercial/Restaurant - 1.78 AC
10,000 SF, 55 Pkg. Spaces

Parcel C - Proposed Residential Apartments - 9.49 AC
175,500 SF Res., 359 Pkg. Spaces
3,000 SF Leasing Office/Club House
2.42 AC Park/Recreation

Parcel D - Proposed Urgent Care/ Existing Medical - 4.13 AC
15,900 SF Ex. Medical
4,500 SF Proposed Urgent Care
10,000 SF Proposed Medical Office,
96 Pkg. Spaces

Right-of-way Dedication - 0.10 AC

Zoning: Service Commercial - CS w/ PD Overlay

Existing General Plan Designation: Commercial

Proposed General Plan Amendment: Mixed Use Flex

Parking: Total Required 1,161 spaces/ Provided 1,010 spaces*

Required: Medical Office / Hospital @ 1/200 = 652 spaces

Proposed: Medical Office / Hospital @ 1/219 = 596 spaces

Required: Retail/Restaurant @ 1/250 and 1/100 = 70 spaces
(Assumes 5,000 Retail and 5,000 Restaurant)

Proposed: Retail/Restaurant 55 spaces

Required: Apartments @ 1.5/1 bdrm and 2.0/2 bdrm = 375 spaces

Guest Parking at 1/3 DU = 68 spaces Total = 443 (203 covered)

Proposed: Apartments 359 spaces

*Shared parking proposed per Municipal Code Section 18.72.050

Lot Coverage:

Building = 212,319 SF (25% NLA)

Parking/Driveways = 227,804 SF

Landscape/Storm Water Mgmt. = 335,045 SF

Hardscape = 81,614 SF

Floor Area Ratio: 351,786 SF (0.42%)

LEGEND:

- Site Boundary (Whitson Engineering)
- Structures on Site
- Parking Carports



0 50' 100'

Figure 10

SITE PLAN

PD Master Plan / General Plan Amendment /
Application for Development Permit
Morgan Hill, CA

October 30, 2019



EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

Monterey, CA 831.649.1799 www.emcplanning.com

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Lillian Commons / Morgan Hill Medical Campus

LEGEND

- Buildings / Carports
- Existing Sidewalks
- Walkways / Jogging Paths
- Gathering Areas
- Park / Recreation / Open Space
- Landscape Buffers / Open Space

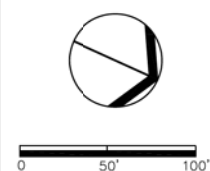


Figure 11

PEDESTRIAN CIRCULATION / OPEN SPACE PLAN

PD Master Plan / General Plan Amendment /
Application for Development Permit
Morgan Hill, CA

October 30, 2019



EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM
Monterey, CA 831.649.1799 www.emcplanning.com

This side intentionally left blank.

Lillian Commons / Morgan Hill Medical Campus

SITE DATA:

APN: 817-09-039, 040 and 041

Site Area: GLA -19.67 AC, 856,782 SF

Parcel A - Proposed Medical Office / Hospital - 4.17 AC
100,000 SF, 500 Pkg. Spaces
0.44 AC Passive Park

Parcel B - Proposed Commercial/Restaurant - 1.78 AC
10,000 SF, 55 Pkg. Spaces

Parcel C - Proposed Residential Apartments - 9.49 AC
175,500 SF Res., 359 Pkg. Spaces
3,000 SF Leasing Office/Club House
2.42 AC Park/Recreation

Parcel D - Proposed Urgent Care/ Existing Medical - 4.13 AC
15,900 SF Ex. Medical
4,500 SF Proposed Urgent Care
10,000 SF Proposed Medical Office,
96 Pkg. Spaces

Right-of-way Dedication - 0.10 AC

Zoning: Service Commercial - CS w/ PD Overlay

Existing General Plan Designation: Commercial

Proposed General Plan Amendment: Mixed Use Flex

Parking: Total Required 1,161 spaces/ Provided 1,010 spaces*

Required: Medical Office / Hospital @ 1/200 = 652 spaces

Proposed: Medical Office / Hospital @ 1/219 = 596 spaces

Required: Retail/Restaurant @ 1/250 and 1/100 = 70 spaces

(Assumes 5,000 Retail and 5,000 Restaurant)

Proposed: Retail/Restaurant 55 spaces

Required: Apartments @ 1.5/1 bdrm and 2.0/2 bdrm = 375 spaces

Guest Parking at 1/3 DU = 68 spaces Total = 443 (203 covered)

Proposed: Apartments 359 spaces

*Shared parking proposed per Municipal Code Section 18.72.050

Floor Area Ratio: 351,786 SF (0.42%)

LEGEND:

Structures on Site Storm Water Management

Park/Recreation/Open Space

Sidewalks/Pathways

Landscaping
(See Landscape Plan for Details)



0 50' 100'

Figure 12

ILLUTRATIVE SITE PLAN

PD Master Plan / General Plan Amendment /
Application for Development Permit
Morgan Hill, CA

October 30, 2019



EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

Monterey, CA 831.649.1799 www.emcplanning.com

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PROJECT DATA

1.

PROPERTY DATA:
ASSESSORS PARCEL NO.:
817-09-039
817-09-040
817-09-041
3.

EXISTING SITE:
PERVIOUS: ±18.51 AC
IMPERVIOUS: ±1.16 AC
TOTAL AREA: ±19.67 AC
4.

PROPOSED SITE:
PERVIOUS: ±8.82 AC
IMPERVIOUS: ±10.75 AC
RIGHT OF WAY DEDICATION: ±0.10 AC
TOTAL AREA: ±19.67 AC
5.

OFF-SITE UTILITIES:
STORM DRAINAGE CITY OF MORGAN HILL
SANITARY SEWER CITY OF MORGAN HILL
WATER/FIRE CITY OF MORGAN HILL
GAS & ELECTRIC PACIFIC GAS & ELECTRIC
TELEPHONE VERIZON

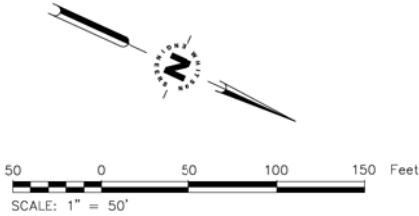
ON-SITE UTILITIES:
STORM DRAINAGE PRIVATE
SANITARY SEWER PRIVATE
WATER/FIRE PRIVATE
GAS & ELECTRIC PACIFIC GAS & ELECTRIC
TELEPHONE VERIZON
6.

ESTIMATED PRELIMINARY EARTHWORK:
CUT: ±30,000 CY
FILL: ±30,000 CY
NET BALANCE
7.

LEGAL DESCRIPTION:
PARCELS C, D AND E, AS SAID PARCELS ARE SHOWN AND SO DESIGNATED ON THE PARCEL MAP FILED FOR RECORD MAY 24, 1983, IN BOOK 513 OF MAPS, PAGE 16, SANTA CLARA COUNTY RECORDS, STATE OF CALIFORNIA.
8.

PARCEL AREAS:
PARCEL A 4.17 AC
PARCEL B 1.78 AC
PARCEL C 9.49 AC
PARCEL D 4.13 AC
R/W DEDICATION 0.10 AC
TOTAL AREA: 19.67 AC
9.

BUILDING SETBACKS:
FRONT 25'
REAR 0'
SIDE 0'
STREET 15'



CONSTRUCTION KEYNOTES:

1. SOUTHBOUND LEFT TURN LANE CHANNELIZATION PER TRAFFIC STUDY.
2. STORMWATER BASIN SIZED TO DETAIN THE 10-YEAR, 24-HOUR STORM EVENT, INCLUDING FLOW CONTROL STRUCTURE TO LIMIT POST-PROJECT PEAK FLOWS TO PRE-PROJECT PEAK FLOWS FOR THE 2- THROUGH 10-YEAR STORM EVENTS.
3. CONNECT TO EXISTING WATER MAIN.
4. CONNECT TO EXISTING SEWER MAIN.
5. CONNECT TO EXISTING STORM DRAIN.
6. ACCESSIBLE PARKING. SEE SITE PLAN FOR PARKING COUNT AND REQUIREMENTS.
7. TRASH ENCLOSURE.
8. DOMESTIC WATER BACKFLOW DEVICE.
9. FIRE MAIN DOUBLE CHECK ASSEMBLY.
10. FIRE HYDRANT.

CONSTRUCTION PLAN LEGEND

- #

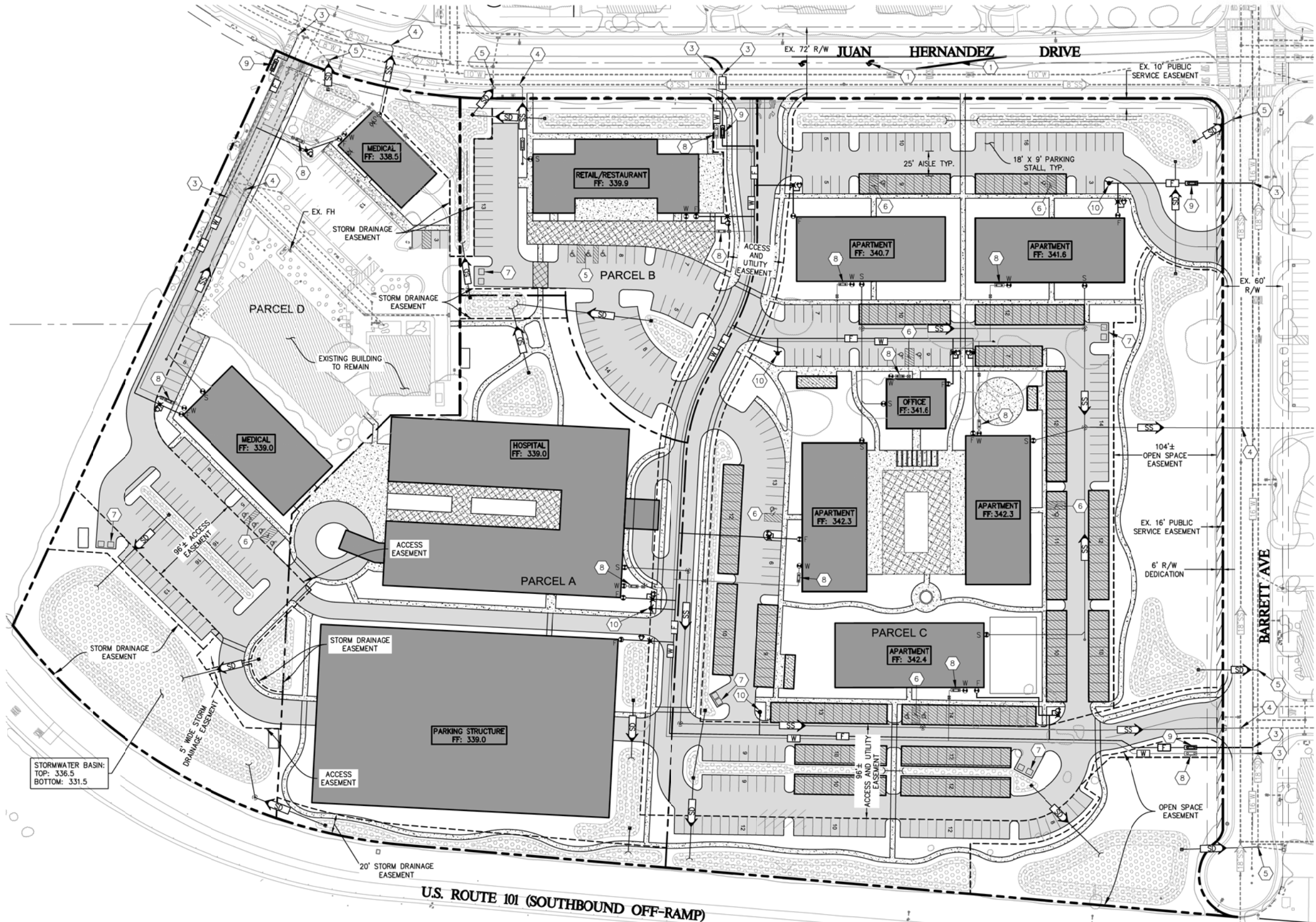
CONSTRUCTION KEYNOTE
- ASPHALT PAVING
- PROPOSED BUILDING
- CONCRETE WALKS AND FLATWORK
- 2

STORMWATER BIORETENTION OR BIOSWALE
- PROPOSED CARPORT/SHADE STRUCTURE
- RIGHT OF WAY DEDICATION
- PROPERTY LINE (EXISTING)
- PROPOSED PROPERTY LINE
- S

SEWER BUILDING POINT OF CONNECTION
- W

WATER BUILDING POINT OF CONNECTION
- F

FIRE BUILDING POINT OF CONNECTION
- FIRE DEPARTMENT CONNECTION AND POST INDICATOR VALVE
- UTILITY MANHOLE
- CLEANOUT



Civil Engineering
Land Surveying
4 Hains Court
Menlo Park, California
650.324.2225
whitsonengineers.com

NOT VALID
WITHOUT
SIGNATURE

SUBMITTAL / REVISION

LILLIAN COMMONS / MORGAN HILL
MEDICAL CAMPUS - A MIXED USE DEVELOPMENT

Morgan Hill, California

CONCEPTUAL SITE AND UTILITY PLAN

APN 817-09-039, -040, -041

SCALE: 1"=50'
DRAWN: GK
JOB No.: 2690.01
SHEET

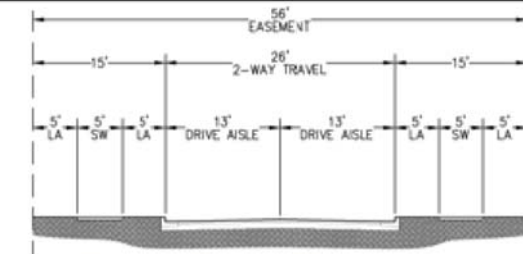
C2.0

Packet Pg. 86

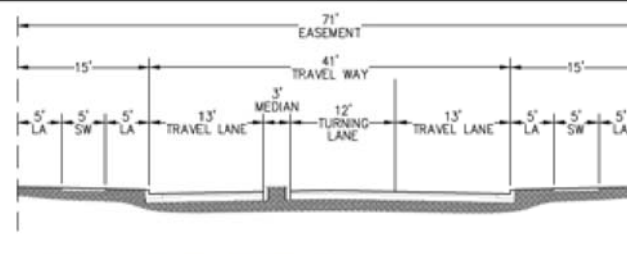
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PROJECT DATA

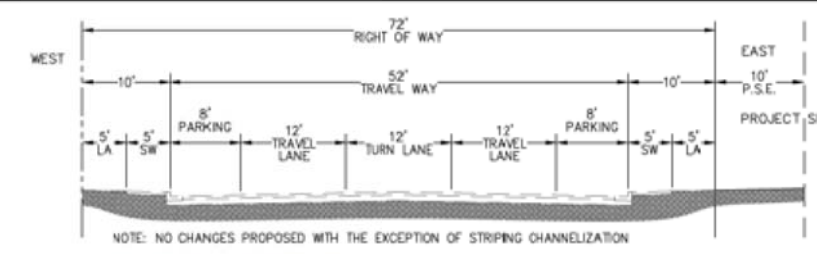
ESTIMATED PRELIMINARY EARTHWORK:
CUT: ±30,000 CY
FILL: ±30,000 CY
NET BALANCE



1 STREET 'A' (A PRIVATE STREET)
SCALE: 1" = 10'

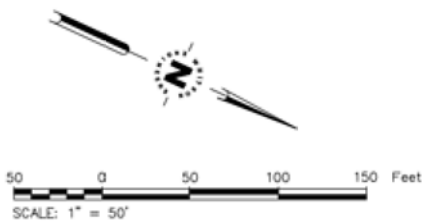
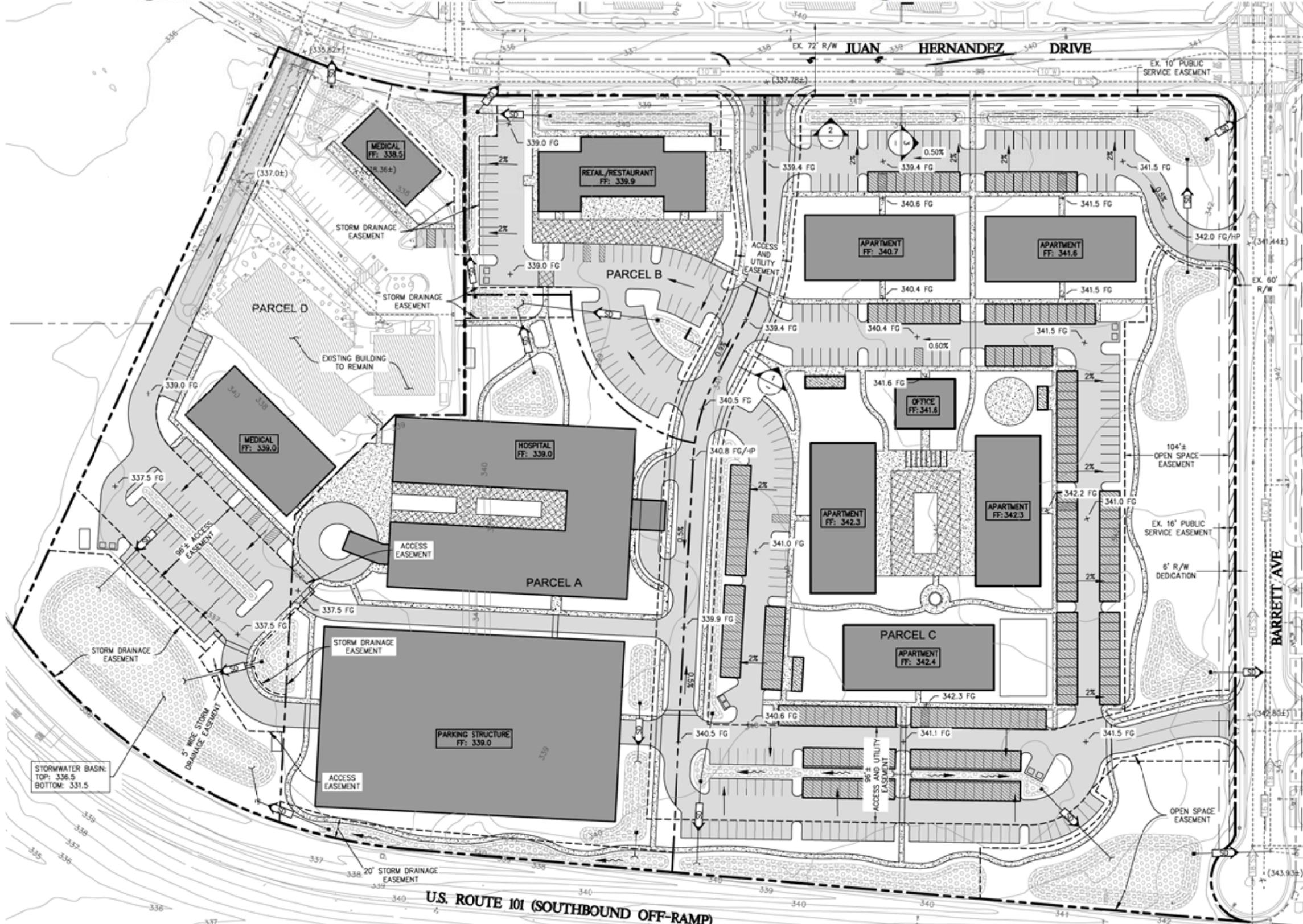


2 STREET 'A' (A PRIVATE STREET)
SCALE: 1" = 10'



3 JUAN HERNANDEZ DRIVE
SCALE: 1" = 10'

NOTE: NO CHANGES PROPOSED WITH THE EXCEPTION OF STRIPING CHANNELIZATION



Civil Engineering
Land Surveying
4 Years Court
Morgan Hill, California
95031-0000
whitsonengineers.com

Whitson
ENGINEERS

NOT VALID
WITHOUT
SIGNATURE

SUBMITTAL / REVISION

**LILLIAN COMMONS / MORGAN HILL
MEDICAL CAMPUS - A MIXED USE DEVELOPMENT**
Morgan Hill, California

CONCEPTUAL GRADING PLAN

APN 817-09-039, -040, -041

SCALE: 1" = 50'
DRAWN: GK
JOB No.: 2690.01
SHEET: C2.1

Packet Pg. 88

3.d

Attachment: Resolution - Zoning Amendment - Exhibit A: Planned Development Master Plan (2856 : Lillian Commons)

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3 RETAIL/ RESTAURANT



1 HOSPITAL

Figure 15

3.d

EVOCO ARCHITECTURE & INTERIORS
160 SOUTH LINDEN AVE # 210
SO. SAN FRANCISCO CA 94080
415.312.0454

OWNER:
LILLIAN COMMONS, LLC
782 SLEEPER AVENUE
MOUNTAIN VIEW, CA 94040

REVISIONS	
DATE/DESC.	

**LILLIAN COMMONS/ MORGAN HILL
MEDICAL CAMPUS**
0 AND 16130 JUAN HERNANDEZ DRIVE
MORGAN HILL, CA 95037



TITLE:
EXTERIOR
BUILDING VIEWS- 2

DATE: OCTOBER 22, 2019

SCALE: AS NOTED

JOB #: 19150

DRAWN BY: DP

Packet Pg. 90

Attachment: Resolution - Zoning Amendment - Exhibit A: Planned Development Master Plan (2856 : Lillian Commons)

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5.0

LAND USES

Table 1, PD Master Plan Allowed and Conditional Uses, presents uses allowed by the PD Master Plan. The table identifies the use as a permitted (P) or conditionally permitted (C) land use. Uses in bold are new uses added to the permitted uses in the CS zoning district as part of this PD Master Plan. Some uses permitted in the CS district were eliminated from the list. The MU-F General Plan designation permits the property to be developed in a mixed use fashion allowing residential and hospital uses not currently allowed within the 2035 General Plan Commercial land use designation or the CS zoning district.

The conceptual Site Plan portrays five types of uses on the property; however, a revised site plan, or the future reuse or re-purposing of buildings after they are constructed and initially occupied, could change or add to those uses. Table 1, PD Master Plan Allowed and Conditional Uses, provides a comprehensive list of allowed and conditional land uses that could be approved within the PD Master Plan.

Table 1 PD Master Plan Allowed and Conditional Uses

Use	Planned Development (PD)
Accessory Dwelling Units	P
Banks and Financial Institutions	P
Bars and Nightclubs	C
Bed and Breakfast	C
Business Support Services	P
Cinemas and Theatres	C
College and Trade Schools	C
Convenience Market	C
Commercial Recreation, Indoor <15,000 square feet	P
Community Assembly	C
Cultural Institutions	P
Day Care Center	P
Drive-Through and Drive-in Facilities	C

Use	Planned Development (PD)
Duets and Duplexes	C
Emergency Shelters	C
Farmers Markets	P
Food and Beverage Production <10,000 square feet	P
Fuel and Service Stations	C
General Retail	P
Government Offices	P
Group Housing	C
Home Day Care, Small and Large	P
Hospitals	P
Hotel and Motels	C
Instructional Services	P
Live/Work Unit	P
Medical Offices and Clinics	P
Mixed Use Residential	P
Multi-Family Dwellings	P
Nursing Homes and Long-Term Care	C
Parking Lots and Structures	P
Parks and Recreational Facilities	P
Personal Services	P
Professional Offices	P
Residential Care Facilities	C
Residential Care Facilities, Small	P
Restaurant- Fast Food, Sit Down	C
School, Public and Private	C
Single-Family Detached Dwellings	C
Senior Housing, Independent Living	C
Social Services	C
Tasting Rooms	P
Veterinarian Clinics and Hospitals	C
Accessory Uses	(per Section 18.44)
Home Occupations	(per Section 18.92.060)
Temporary Uses	(per Section 18.92.150)

6.0

DEVELOPMENT STANDARDS

Development standards such as heights, setbacks, and building coverage within the planned development combining district are established in the PD Master Plan. Those standards may deviate from development standards in the Service Commercial base zoning district except that the maximum permitted floor area ratio and residential density may not exceed maximums established in the 2035 General Plan for the commercial land use designation. The floor area ratio for the Commercial land use designation in the 2035 General Plan is 0.6. The general plan amendment to Mixed Use Flex changes the floor area ratio to 0.5, which is reflected in the PD Master Plan. Standards in bold have been revised from those of the CS zoning district as part of this PD Master Plan. [Table 2, PD Master Plan Development Standards](#), presents the development standards.

Table 2 PD Master Plan Development Standards

Development Aspect	Parameter
Minimum Lot Size	10,000 square feet
Minimum Lot Dimensions	100-foot width; 100-foot depth
Maximum building coverage	50%
Minimum setbacks (front, rear, side, street) [1]	25, 0 , 0, 15 feet (respectively)
Maximum height (exceptions 18.56.020)	Residential/Office – 4 stories or 45 feet Hospital – 4 stories or 55 feet
Floor Area Ratio	0.5 w/ Mixed Use Flex (MU-F)
Signs	Per Section 18.88
Lighting	Per Section 18.72.060.G
Landscaping	Per Section 18.64
On-Site Parking	Per Section 18.72 [2]
Retail	1 space per 250 square feet of net floor area
Restaurant (sit down)	1 space per 100 square feet of net floor area
Medical Office	1 space per 200 square feet of net floor area
Residential (multi-family)	1 bedroom unit – 1 covered 2 bedroom unit – 1 covered and 1 uncovered per unit
Guest Parking	1 per 3 units (shared with Medical Office use)
Electrical Vehicle Parking	1 per 25 to 49 automobile spaces, 2 per 50 to 100 automobile spaces, plus 1 per 50 ratio over 100 automobile spaces
Non-Residential Bicycle Parking	10% of automobile spaces; long term (enclosed): 5% of automobile spaces
Residential Bicycle Parking	10% of automobile spaces; long-term (enclosed), 1 per 5 units

NOTE:

[1] Outdoor seating, courtyards, and other publicly-accessible spaces may occupy the front setback. Residential porches and similar entry features may project ten feet into the front setback.

[2] Unless otherwise modified in this table.

PD Master Plan Development Standards for Single Family Residential

Development Aspect	Parameter
Minimum Lot Size (Single Family Residential)	1,000 square feet
Minimum Lot Dimensions	22-foot width; 45-foot depth
Floor Area Ratio	0.5 w/ Mixed Use Flex (MU-F)
Minimum Setbacks (front, rear, interior side, street side)	5 or N/A, 5 or N/A, 0 [1] or 3, 5 feet (respectively)
Maximum Height	3 stories or 35 feet [2]
Signs	Per Section 18.88
Lighting	Per Section 18.72.060.G
Landscaping	Per Section 18.64
Open Space	Per Section 18.40-4 based on lot size
Parking Residential (Single Family) Guest Parking	Per Section 18.72 [3] 2 spaces - 1 covered space for each housing unit 1 per housing unit [4] (shared with Medical Office use)

NOTE:

[1] A setback of zero feet is acceptable on one side yard; provided, that the sum of both side yard setbacks is at least eight feet

[2] Roof elements with minimum 5:12 roof pitch may exceed the building plate height by up to eight feet.

[3] Unless otherwise modified in this table.

[4] These guest spaces may include a combination of driveway parking, alley parking, on-street parking in front of the residence, and designated guest parking spaces.

CONSISTENCY WITH 2035 GENERAL PLAN

7.1 General Plan Land Use Designations

2035 General Plan- Commercial. The Commercial designation is primarily located along arterial roadways west of US Highway 101 and along the eastern freeway frontage. This designation is intended to allow 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 largest concentrations of this designation are found along Monterey Road and at the freeway interchanges, where retail stores are emphasized. The Service Commercial overlay along Monterey Road, north of Wright Avenue, allows auto-related uses, except for sales. The Commercial designation allows a maximum FAR of 0.6 and Mixed Use Flex designation allows a maximum FAR of 0.5

The General Plan goals and policies for Commercial with a Planned Development Combining District overlay are described below. In general, the 2035 General Plan encourages neighborhood-scale shopping near residential neighborhoods to foster walking and biking and to avoid car trips.

2035 General Plan - Mixed Use Flex. The Mixed Use Flex designation, which is primarily applied to properties along the Monterey Road corridor north and south of downtown, allows for a mix of residential, commercial, and office uses applied either vertically (i.e., one structure with multiple uses) or horizontally (i.e., structures with different land uses located adjacent to one another). Density should transition from higher to lower at the ends of Monterey corridor. The Mixed Use Flex designation allows 7 to 24 units per acre and a maximum FAR of 0.5. Prior to development of a Residential or Mixed-Use project within the Mixed Use Flex designation, a block level master plan is required to identify how commercial uses will be incorporated within the development of the block and how individual development projects will connect with each other. Commercial development may proceed without preparation of a block level master plan consistent with the Commercial designation.

Because the PD Master Plan includes a mix of uses on the property including retail, medical office, medical hospital, multi-family apartments, and a park element as part of the Planned Development Combining District, Mixed Use in addition to Commercial 2035 General Plan goals and policies have been analyzed.

7.2 General Plan Goals and Policies

Applicable 2035 General Plan Goals, Policies, and Implementation Measures are presented in Table 3 through Table 9 below, along with an assessment of PD Master Plan consistency.

City and Neighborhood Form

Table 3 General Plan 2035 - City and Neighborhood Form Goals and Policies

General Plan City and Neighborhood Form Goals and Policies	Consistency Analysis
Residential Neighborhoods-GOAL CNF-10 A variety of housing types and densities available to all residents.	Consistent: The PD Master Plan allows for a variety of housing types. The conceptual Site Plan shows multifamily residential which will provide the community with new housing types including one and two bedroom apartments.
Policy CNF-10.3 Adequate Supply of Multi-Family Housing. Provide for an adequate supply of multi-family housing, located convenient to shopping, services, and transportation routes.	The PD Master Plan will assist the City in achieving an adequate housing supply as the PD Master Plan allows for 200 residential units. The conceptual Site Plan provides for a mix of residential, commercial, and medical uses that will allow for the placement of housing convenient to the shops, services, and offices, and adjacent to major transportation routes.
Policy CNF-10.6 Density Near Infrastructure. Encourage higher residential densities at locations where convenient access and adequate infrastructure is readily available.	Consistent: The property is adjacent to Juan Hernandez Road and Barrett Avenue in an area with existing utilities. A survey was completed by Whitson Engineers that determined there was adequate infrastructure available around the project site to support the uses identified in the PD Master Plan.
New Subdivisions-GOAL CNF-11 High quality, aesthetically pleasing, livable, sustainable, well-planned residential neighborhoods, well-connected to neighborhood services.	Consistent: The PD Master Plan's conceptual Site Plan provides a well-planned, aesthetically pleasing, livable, sustainable and well-connected residential neighborhood with integrated commercial/retail and medical offices.
Policy CNF-11.5 Outside Connections. Require new subdivisions to provide multiple connections to the surrounding community. Methods to achieve this may include: - Providing multiple points of entry into the project for motorists, bicyclists and pedestrians. - Extending the existing street pattern at the edges of the subdivision into the site. Extended streets should match the type and scale of streets to which they connect. - Installing landscaping and street improvements at the edge of subdivisions that appear as common amenities shared with adjacent neighborhoods.	Consistent: As shown in the PD Master Plan conceptual Site Plan, development within the property will be designed to be compatible with the surrounding neighborhood. Multiple points of pedestrian ingress/egress are provided along Barrett Avenue and Juan Hernandez Drive, with connections to existing sidewalks. Two points of ingress/egress for vehicles and bicycles are provided along Barrett Avenue, and two along Juan Hernandez Drive. A private drive is provided along the southern portion of the property that could provide connectivity to the adjacent vacant parcel to the south when it is developed in the future. The conceptual Site Plan provides for connectivity to this adjacent vacant parcel to facilitate connectivity in anticipation of its eventual development. Residential and open space/park uses will be adjacent to existing residential uses and

General Plan City and Neighborhood Form Goals and Policies	Consistency Analysis
- Minimizing the use of gates, fences, and walls that separate the subdivision from the surrounding community. - Planning for future connections to adjacent undeveloped property.	Barrett Elementary School, and connectivity within the property will be provided via several pedestrian paths. The open space area abuts Barrett Avenue, which is adjacent to Barrett Elementary School, and will be made accessible to the school. The northern most open space/park area will be dedicated by easement for public use, including use by the Barrett Elementary School, to be used as a common amenity.
Policy CNF-11.10 Open Space. Require new subdivisions to feature integrated common open spaces, parks, and community facilities that serve as social and design focal points. Open spaces should be a close walking distance from all residents and should be large enough to be useful for residents.	The conceptual Site Plan includes approximately three acres of passive park/open space. Approximately 1.7 acres of the open space will be available to the elementary school for its use and benefit. The remainder of open space, including walking trails, serves the residential, commercial and office components of the plan, as well as neighboring residents. The open space and park areas are within walking distance of all of these uses and connected by pedestrian paths.
Policy CNF-12.1 Neighborhood Center Design. Allow neighborhood centers within future residential neighborhoods. Neighborhood centers are envisioned as nodes or focal points that offer neighborhood-serving services and amenities within a reasonable walking distance from adjoining residential areas. These centers should be designed to increase the accessibility of goods and services within existing residential neighborhoods, particularly for the benefit of senior citizens and those with limited mobility, and to offer opportunities for socialization.	Consistent: The PD Master Plan includes neighborhood serving uses and amenities including retail, restaurant, and medical office/hospital uses to serve the proposed and existing neighborhood. These uses include public gathering areas and pedestrian access. These services will be within walking distance to the existing and proposed neighborhoods and will increase the accessibility of services for the existing neighborhood, particularly for the benefit of senior citizens by providing close walkable medical offices.
Policy CNF-12.4 Neighborhood Center Requirements. Require future neighborhood centers to meet the following requirements: - The design of neighborhood center should provide a sense of place, promote casual interaction, and enhance overall well-being. - The design of neighborhood center should complement the residential character of its immediate surroundings, including site design, access, building style, building materials, signage, lighting, and landscaping.	Consistent: The PD Master Plan conceptual Site Plan includes pedestrian pathways that connect the open space, residential, retail, and medical components of the plan. The PD Master Plan includes a small retail center and open space/park areas that, along with the pedestrian access ways, will provide gathering areas and a sense of place, thereby promoting casual interaction and overall wellbeing. The project will be required to undergo design review with the City of Morgan Hill to ensure that the design complements the residential character of the adjacent neighborhood.

General Plan City and Neighborhood Form Goals and Policies	Consistency Analysis
Mixed Use Flex-GOAL CNF-13 Mixed use flex developments that include a variety of uses and forms to foster a dynamic urban environment. Policy CNF-13.1 Mixed Use Flex Development. Encourage a mix of uses, either vertically or horizontally, to allow residents and employees to meet daily needs without the use of the private automobile.	Consistent: The PD Master Plan allows for a variety of uses including retail, residential, and medical uses. The combination of uses within the property provides for walkability to services for residents and employees.
Commercial and Office- GOAL CNF-15 Sufficient, sustainable, and concentrated commercial and office uses. Policy CNF-15.3 Retail Uses at Major Intersections. Encourage retail sales use at major intersections as the focus of clustered commercial development.	Consistent: The PD Master Plan provides for clustered commercial, medical, and retail uses near a major intersection at the south side of Morgan Hill.
Policy CNF-15.5 Office Development. Encourage new regional and local-serving office development at appropriate locations.	Consistent: The PD Master Plan allows for medical offices / hospital uses to create a campus of medical offices to serve the community and region.
Commercial / Industrial-GOAL CNF-18 Integrated job-generating centers that offer workers and businesses a range of services to meet their daily needs. Policy CNF-18.1 Vibrant Job Centers. Encourage land with a Commercial/Industrial designation to develop with job-generating uses with amenities that support workers and businesses, such as restaurants, lodging, fitness centers, and hair salons.	Consistent: The PD Master Plan allows for concentrated and integrated retail, medical offices and hospital uses that will provide jobs for the City and the surrounding neighborhood. The medical office/hospital is expected to produce approximately 472 jobs. The PD Master Plan also allows for amenities such as restaurants, and personal services to serve the neighborhood and the surrounding community.

Housing

Table 4 General Plan 2035 - Housing Goals and Policies

General Plan Housing Goals and Policies	Consistency Analysis
Goal HE-4 A range of housing types for all age groups, served by transit, recreational amenities, shopping, and health and personal services, that allows residents to age in place.	Consistent: The PD Master Plan allows for a range of housing types including one and two bedroom units and affordable units. The PD Master Plan allows for housing conveniently co-located with services including medical office / hospital and retail uses. Residents of the neighborhood would live within walking distance of health and personal services that would allow for them to age in place.
Policy HE-4u: Mix of Housing Near Services. Encourage a mix of housing types in each neighborhood located convenient to shopping, services, recreation, and transit routes.	The PD Master Plan allows for a range of housing types including one and two bedroom units and affordable units. The PD Master Plan allows for housing conveniently co-located with services including medical office / hospital, retail uses, open space/park uses, and Barrett Elementary School. The nearest Valley Transportation Authority bus route is located more than one mile from the property, but the applicant is open to the establishment of service at the property.

Economic Development

Table 5 General Plan 2035 - Economic Development Goals and Policies

General Plan Economic Development Goals and Policies	Consistency Analysis
Policy ED-7.4 Compatible Uses in Retail Centers. Encourage the evolution of retail centers into mixed-use activity nodes by supporting integration of uses that provide necessary or useful services or amenities that will benefit nearby residential areas and commercial establishments. Such uses may include but shall not be limited to: a. Health services and fitness facilities. b. Childcare. c. Housing, including affordable and senior housing. d. Religious facilities. e. Education/training facilities. f. Parks/community facilities/public gathering places.	Consistent: The PD Master Plan provides a mix of retail and medical uses convenient to the proposed and existing adjacent neighborhood. The medical and retail uses will provide health and retail services and amenities to the existing and proposed neighborhood. The PD Master Plan also includes public plaza and gathering locations.
GOAL ED-8 Office and industrial areas that provide high-quality work locations for existing and new businesses. Policy ED-8.1 Office and Industrial Development. Support the development of office and industrial facilities to meet local demand, compete for regional growth opportunities, and create high-quality jobs that match with local housing opportunities.	Consistent: The PD Master Plan allows for medical and retail uses to meet local demand and create high quality jobs. The PD Master Plan also allows for residential uses thereby providing local housing opportunities adjacent to places of employment.

Healthy Community

Table 6 General Plan 2035 - Healthy Community Goals and Policies

General Plan Healthy Community Goals and Policies	Consistency Analysis
Parks, Recreation, and Trails- GOAL HC-3 Usable, complete, well-maintained, safe, and high-quality activities and amenities, including active and passive parks and recreational facilities, community gardens, and trails that are accessible to all ages, functional abilities, and socio-economic groups.	Consistent: As shown in the conceptual Site Plan, the PD Master Plan includes over three acres of passive park areas, open space buffer areas, and a tot lot connected by meandering pedestrian pathways. The passive park and open space on the property will allow for multiple activities for all socio-economic groups, functional ability, and ages.
Policy HC-3.8 Private Open Space. Encourage new development to permit public access to private open space and parks where feasible and appropriate.	Consistent: The PD Master Plan identifies open space areas that will be available to residents and patrons of the medical and retail facilities.

General Plan Healthy Community Goals and Policies	Consistency Analysis
Access to Health Care- GOAL HC-7 Access for all residents to health care facilities and other important community health amenities. Policy HC-7.2 Professional Education. Encourage increased education and professional development resources to support students and employees in the health care field.	Consistent: The PD Master Plan provides for 130,400 square feet of medical facilities and important health amenities for residents. It is expected that a wide variety of medical practices will be provided within a campus setting that could encourage increased professional development resources to support students/interns in the health care field.

Transportation

Table 7 General Plan 2035- Transportation Goals and Policies

General Plan Transportation Goals and Policies	Consistency Analysis
GOAL TR-3 A coordinated, continuous network of streets and roads. Policy TR-3.16 Private Development Access along Arterials. Require development that occurs along arterial streets to obtain access through a local street or major entrance and not through curb cuts directly onto the arterial street wherever possible.	Consistent: The property is not accessed directly from an arterial. Tennant Avenue and Butterfield Boulevard are the nearest arterials too the property. The property is accessed from Juan Hernandez Drive and Barrett Avenue, which connect to these arterials.
Policy TR-3.17 Planned Development Access near Highway 101. Require Planned Developments (PDs) for commercial, office, or industrial uses at the intersections of Highway 101 and arterial streets to take access from a public street intersecting with the arterial street at a minimum distance of 600 feet from the freeway on and off ramps, unless the City Engineer finds that direct access to the arterial street or closer access will meet safety standards, or that mitigating actions will be taken to ensure safe access and minimum interference with traffic flows.	Consistent: Access to the property will be from Juan Hernandez Drive and Barrett Avenue. Juan Hernandez Drive is an existing City street that intersects Tennant Avenue at a safe distance from the off ramp of US Highway 101. The nearest property driveway is more than 700 feet north of Tennant Avenue.
Parking-GOAL TR-5 Adequate off-street parking. Policy TE-5.1 Adequate Parking Supply. Ensure that all developments provide adequate and convenient parking...	Consistent: The conceptual Site Plan provides for a 500-space parking structure and 96 additional spaces for the existing and proposed medical uses, 55 spaces for the retail use, and 359 spaces for residential use, which totals 1,010 on-site parking spaces. Based on the parking demand study, the parking supply for the entire project is proposed to total 1,010 spaces, as indicated in the study. The total gross parking requirement for the entire project is 965 spaces using the more conservative approach. There will be an overall surplus of about 45 spaces using City gross parking requirements with selected ITE peak parking rates. The project therefore will provide an adequate total parking supply to meet the overall project demand. Parking is conveniently located within walking distance to the various uses, and can be easily facilitated through a shared parking arrangement.

Policy TR-5.3 Parking Lot Connection. Require cross-connection of parking lots, where feasible and practical, at the time of design review for all commercial and industrial developments.	Consistent: As shown in the PD Master Plan conceptual Site Plan, parking lots are cross-connected where practical.
Bikeways-GOAL TR-8 A useable and comprehensive bikeway system that safely connects neighborhoods with workplaces and community destinations. Policy TR-8.12 Bicycle Parking. Bicycle parking and other supportive facilities shall be provided at all schools, parks, recreation facilities, commercial centers, civic buildings (including the library), transit centers, and work places based on the recommendations and standards in the Bikeways Master Plan.	Consistent: Existing bike lanes on Juan Hernandez Drive will serve the development providing a safe bikeway system to get to and from the property. Bicycle parking will be provided at each use on the property to encourage residents, employees, and patrons to use alternative means of transportation. On-site bicycle parking will adhere to the Bikeways Master Plan guidelines, and zoning code requirements.
Pedestrian Network- GOAL TR-9 Expanded pedestrian opportunities. Policy TR9.7 Concurrent Implementation. Where feasible, implement the trails and pedestrian system concurrent with adjacent developments.	Consistent: As shown in the conceptual Site Plan, sidewalks and pathways will be provided throughout the property to encourage walking on the campus. Sidewalks connect to those located on adjacent streets to provide connectivity.
Policy TR 10.3 and TR-10.4 Flexible Work Hours. Encourage employers to provide a flexible set of working hours to ease traffic congestion. Carpooling. Support a Countywide car/vanpool matching program.	Consistent: The applicant will provide educational materials to end uses or future developers to encourage employers to provide flexible work hours, carpooling options, and other alternative transportation methods as may be available. Bay Area employers with 50 or more full-time employees within the Bay Area Air Quality Management District geographic boundaries are required to register and offer commuter benefits to their employees in order to comply with Air District Regulation 14, Rule 1.

Natural Resources and Environment

Table 8 General Plan 2035 - Natural Resources and Environment Goals and Policies

General Plan Natural Resources and Environment Goals and Policies	Consistency Analysis
Water Quality and Conservation - GOAL NRE-7 Conservation of water resources. 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.	Consistent: Water saving measures will be implemented on the development project in the way of "green" design features. Very low flow toilets, efficient landscaping, and water capture and reuse will be used to conserve water.

Policy NRE-7.3 Water Efficiency and Landscaping. Promote water conservation and efficient water use in all public and private landscaping plans.	Consistent: Drought tolerant and area-suitable landscape materials will be utilized on the development project to promote water conservation.
Energy Efficiency-GOAL NRE-16 Conservation of energy resources. Policy NRE-16.1 Energy Standards for New Development. New development, including public buildings, should be designed to exceed State standards for the use of energy.	Consistent: New development will be designed consistent with energy standards that meet and exceed the City and State standards for use of energy.
Policy NRE-16.7 Renewable Energy. Encourage new and existing development to incorporate renewable energy generating features, like solar panels and solar hot water heaters.	Consistent: Future development of the property will adhere to new State climate change regulations, which include requirements to provide solar energy and otherwise reduce electrical use. Design approval of development is required, during which the merits of the project site plan and design will be considered, including renewable energy.

Safety, Services, and Infrastructure

Table 9 General Plan 2035- Safety, Services, and Infrastructure Goals and Policies

General Plan Safety, Services and Infrastructure Goals and Policies	Consistency Analysis
Noise GOAL SSI-8 Prevention of noise from interfering with human activities or causing health problems. Policy SSI-8.1 Exterior Noise Level Standards. Require new development projects to be designed and constructed to meet acceptable exterior noise level standards (see Table SSI-1), as follows: - Apply a maximum exterior noise level of 60 dBA Ldn in residential areas where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing an Ldn of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, an Ldn of 65 dBA may be permitted. - Indoor noise levels should not exceed an Ldn of 45 dBA in new residential housing units.	Consistent: The conceptual Site Plan includes a 25 foot buffer from the US Highway 101 off-ramp and places the parking and parking garage closest to the freeway to further buffer the medical and residential uses. Residentially occupied buildings are located a minimum of 250 feet from the US Highway 101s through lanes. A noise analysis was completed for the project that determined all exterior and interior noise levels would be met with implementation of the recommendations contained therein. Mitigation measures will be implemented when the buildings are constructed to ensure the acceptable noise levels are met.

Noise levels in new residential development exposed to an exterior Ldn 60 dBA or greater should be limited to a maximum instantaneous noise level (e.g., trucks on busy streets, train warning whistles) in bedrooms of 50 dBA. Maximum instantaneous noise levels in all other habitable rooms should not exceed 55 dBA. The maximum outdoor noise level for new residences near the railroad shall be 70 dBA Ldn, recognizing that train noise is characterized by relatively few loud events.	
Policy SSI-8.4 Office Noise Level Standards. Interior noise levels in office buildings should be maintained at 45 dBA Leq (hourly average) or less, rather than 45 dBA Ldn (daily average).	Consistent: Mitigation measures including noise reduction measures and emergency generator noise suppressors will be implemented when the buildings are constructed to ensure the acceptable noise levels are met. A noise analysis is provided as part of the CEQA documentation.
Policy SSI-8.9 Site Planning and Design. Require attention to site planning and design techniques other than sound walls to reduce noise impacts, including: a) installing earth berms, b) increasing the distance between the noise source and the receiver; c) using non-sensitive structures such as parking lots, utility areas, and garages to shield noise sensitive areas; d) orienting buildings to shield outdoor spaces from the noise source; and e) minimizing the noise at its source.	Consistent: Building location was taken into account in the conceptual Site Plan to locate sensitive uses a minimum of 250 feet from the through lanes of US Highway 101. Building placement and strategically placed landscaping will help to minimize noise at its source. Additionally, the noise analysis recommends an 8 foot sound wall along Highway 101 to reduce noise impacts to the residential component of the project.

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8.0

PD MASTER PLAN AND ZONING FINDINGS

8.1 PD Master Plan Findings

The following statements describe how the PD Master Plan complies with the findings required for the approval of a planned development project per Municipal Code Section 18.30.050.H.7 (Findings).

General Plan and Zoning Consistency

- a. The proposed development is consistent with the general plan, zoning code and any applicable specific plan or area plan adopted by the city council.*

Finding

The PD Master Plan incorporates an amendment of the 2035 General Plan. The 2035 General Plan designation of Mixed Use Flex with a seven dwelling unit per acre minimum and 24 dwelling unit per acre maximum will allow the residential uses proposed within the PD Master Plan and the hospital use, not currently an allowed use on the property. Section 7 outlines in greater detail how the PD Master Plan is consistent with the goals and policies of the 2035 General Plan. As allowed by Municipal Code Section 18.30.050, the PD Master Plan identifies several changes to the development standards that apply in the CS district; these changes include increased building heights and modifications to parking standards for shared parking arrangements. The floor area ratio is reduced from 0.6 to 0.5. The Planning Commission will have say on two aspects of future development, to ensure consistency with zoning regulations. Design approval is required for all development, during which the merits of the site plan and architectural design will be considered. Some uses may require a conditional use permit, and those will require a hearing to determine suitability. During these reviews, consistency with zoning code requirements will be analyzed as they specifically relate to the development project. The PD Master Plan is not located within a specific plan or area plan.

Superior to Development Under Existing Zoning

- b. The proposed development is superior to the development that could occur under the standards applicable in the existing zoning districts.*

Finding

The PD Master Plan allows a mix of compatible uses, including a much-needed residential component to provide sustainability to the remainder of the uses, and a retail and medical office / hospital component to provide work opportunities to the neighborhood and community. The urgent care/ pharmacy would provide a convenient location for the surrounding neighborhood and patrons to the school to utilize the services it will provide. The affordable multi-family residential uses will allow tenants to age in place, and will provide a near-by down-sizing option for empty nesters in the adjacent single family houses. The passive park with a walking/jogging trail system, located along Barrett Avenue and US Highway 101, will allow for enjoyment by the retail and medical office employees and visitors, as well as by the apartment residents and residents of the surrounding neighborhood. The high-density residential use will allow elementary school-aged children to walk to Barrett Elementary School. The retail area will provide convenience services to both the medical/office uses and residents.

Substantial Public Benefit

- c. *The proposed project will provide a substantial public benefit as defined in Paragraph 8 (Substantial Public Benefit Defined) below. The public benefit provided shall be of sufficient value as determined by the planning commission to justify deviation from the standards of the zoning district that currently applies to the property.*

Substantial Public Benefit Defined. When used in this section, “substantial public benefit” means a project feature not otherwise required by the zoning code or any other provision of local, state, or federal law that substantially exceeds the city’s minimum development standards and significantly advances goals of the general plan. A project must include one or more substantial public benefits to be rezoned as a planned development. The public benefit provided shall be of sufficient value as determined by city council to justify deviation from the standards of the zoning district that currently apply to the property. Examples of substantial public benefits include but are not limited to:

- a. ***Housing that is affordable to lower-income households.***
- b. ***Public plazas, courtyards, open space, and other public gathering places that provide opportunities for people to informally meet and gather.***
- c. ***New or improved pedestrian and bicycle pathways that enhance circulation within the property and connectivity to the surrounding neighborhood.***
- d. ***Green building and sustainable development features that substantially exceed the city’s minimum requirements.***
- e. *Preservation, restoration, or rehabilitation of a historic resource.*
- f. *Increased transportation options for residents and visitors to walk, bike, and take public transit to destinations and reduce greenhouse gas emissions.*
- g. ***Publicly accessible parks and open space beyond the minimum required by the city or other public agency.***
- h. *Habitat restoration and or protection of natural resources beyond the minimum required by the city or other public agency.*

Finding

The items shown in bold above are items for which the PD Master Plan exceeds the City's minimum development standards.

Affordable Housing. The PD Master Plan adds residential uses on the property in conjunction with an amendment to the 2035 General Plan. The residential units are planned at a density of about 20 units per acre, thus increasing the inherent affordability, and 15 percent of the units will be deed restricted affordable units. The PD Master Plan proponent agrees to enter into a contract with the City to ensure the continued affordability of all affordable rental units for 55 years or a longer period of time if required by an applicable construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. Rents for the lower income density bonus units will be set at an affordable rent as defined in Section 50053 of the Health and Safety Code.

Single Family for-sale units will comply with the City of Morgan Hill Municipal Code Section 18.48.070, and the city shall ensure that the initial occupant of all affordable for-sale units are households of low-, very low-, or moderate-income, as applicable, that the units are offered at an affordable housing cost as defined in Health and Safety Code Section 50052.5, and that affordability covenants and restrictions continue for 55 years.

Under Municipal Code Section 18.156, residential units are subject to Residential Development Control System (RDCS), and require an application for Residential Building Allotment for any units proposed. SB-330 (2019 – Nancy Skinner) was recently signed by the Governor and eliminates this program that is designed to meter new housing development over time.

Parks and Public Gathering Places. A passive park along Barrett Avenue, a passive park between the retail and medical uses, and installation of a walking/jogging trail around the perimeter of the property are proposed to provide a public benefit. The two park areas encompass approximately 2.20 acres of land. This acreage does not include the walking trail within other open areas of the property. This area can be used by residents, employees, and the general public as they visit the uses on the project site. The tenants on the property may also use the passive park as an amenity for people to informally meet and gather.

Pedestrian and Bicycle Pathways. Pathways are proposed within the park to allow walking opportunities and exercise for seniors and youth. Walkways will connect from the park to all other uses on the property and to the surrounding local streets to provide full connectivity. This will encourage visitors to walk, bike, and use other forms of transportation to reduce greenhouse gas emissions and promote a healthy community. The pathways will provide a connection between the high-density residential uses and Barrett Elementary School, and will connect all uses to the retail commercial area.

Because the development is a Commercial subdivision, the applicant is technically not required to dedicate open space per Title 17, Section 17.28.150. However the proponents, because they are submitting for a PD Master Plan, would like to dedicate a portion of the property as park area, available to the public and to the adjacent Barrett Elementary School. The minimum required open space for this project, if it were a multi-family subdivision, would be to provide recreation amenities in the amount

of .0088 acres per dwelling unit, at 200 dwelling units this would equal 1.76 acres of land. The park area and open space adjacent to Barrett Avenue is approximately 1.73 acres and would be dedicated with an easement, and be available to the general public. Additional public open space is provided where the pathway continues along US Highway 101. Additional open space and amenities are provided for private use of the multi-family residences (approximately 0.70 acres) and as a break area for the employees (approximately 0.44 acres); these would remain in private ownership.

Green and Sustainable Design. The buildings and site furnishings will include green building and sustainable development features such as LED smart lighting, solar power, very low flow toilets, and building materials to encourage healthy indoor air quality.

Residential market-rate and affordable housing rental units are proposed to provide a sustainable land use pattern that reduces the number and length of vehicle trips. This higher density residential and mixed use development is within walking distance to Barrett Elementary School, and will also provide for convenient services within walking distance for the on-site employees and residents.

Bicycle parking and pathways are provided to promote alternative modes of transportation. Landscaping will be designed to meet and exceed the state standards for water conservation, including low water use trees and shrubs, and plantings to provide shade to reduce the need for excessive building cooling.

Community Benefits from the Project

Healthcare Facilities. The PD Master Plan would provide much needed medical facilities to serve the community. The Urgent Care/Pharmacy would reduce trips traveled to receive routine medical care. The Cancer Center would provide services to meet the growing need for this service in the area.

Retail Component. Providing an appropriately sized retail/restaurant building would provide onsite workers the opportunity to have breakfast or lunch within walking distance from their place of employment, avoiding automobile travel.

Creates Jobs for Morgan Hill. The hospital, urgent care/pharmacy, medical office and retail uses proposed will provide varied work opportunities for the people living in Morgan Hill and the surrounding area.

Parks and Public Gathering Places. A passive park along Barrett Avenue, a passive park between the retail and medical uses, and installation of a walking/jogging trail around the perimeter of the property are proposed to provide a public health benefit. The two park areas encompass approximately 2.20 acres of land. It is expected the Restaurants will also have outdoor dining areas, providing places to gather.

Pedestrian and Bicycle Pathways. Pathways are proposed within the parks to allow walking opportunities and exercise for all ages. Walkways will connect from the park and to all other uses on the property and to the sidewalks on the surrounding streets, providing full connectivity.

Affordable Housing. The PD Master Plan adds residential uses on the property in conjunction with an amendment to the 2035 General Plan. As proposed in the Conceptual Site Plan, the residential units

are planned at a density of about 20 units per acre, thus increasing the inherent affordability, and 15 percent of the units will be deed restricted affordable units. If the project is designed with Single Family for-sale units, affordable housing will be provided per the City code.

School Drop-off. The project will help to alleviate the parking and drop-off issues associated with Barrett Avenue Elementary School. Cross walks will be installed on both adjoining streets to enhance walkability to and from the project. Parking to serve the school and public is expected to be provided in the park adjacent to Barrett Avenue.

Green and Sustainable Design. The buildings and site furnishings will include green building and sustainable development features.

Landscape the Site. The development will provide abundant landscaping throughout to create a green and aesthetic feel, as well as screen development from the traffic on US Highway 101, Juan Hernandez Drive and Barrett Avenue.

Restore Habitat. The project tree and landscape planting will enhance wildlife on the project site as well as provide a visually pleasing atmosphere for the surrounding area. Flowering plants and trees are proposed to accomplish this restoration. Adequate Property Size

Adequate Property Size

d. The site for the proposed development is adequate in size and shape to accommodate proposed land uses.

Finding

With approximately 19.67 acres of land, there is adequate land area to provide the uses proposed in the PD Master Plan. The medical office / hospital uses proposed are intentionally located adjacent to the existing medical office to promote a walkable medical campus. The retail uses, including public services, are proposed along the active local street to ensure visibility and ease of access by the surrounding residential uses and provide easy access by the residents and employees on the property. Residential uses, providing affordable housing, are located on the property to provide adequate separation from the highway and close proximity to the passive park and Barrett Elementary School.

The PD Master Plan under a Mixed Use Flex general plan designation, which includes multi-family residential uses, retail commercial and restaurant, medical office/hospital uses, and open space parks, will provide a dynamic environment of compact living. This will allow residents and employees to meet daily needs and lessen the need for a private automobile.

Adequate Infrastructure

e. Adequate transportation facilities, infrastructure, and public services exist or will be provided to serve the proposed development.

Finding

The PD Master Plan, which abuts the US Highway 101 off-ramp, is surrounded on two sides by local streets and has a driveway connection just south of the existing medical offices, used for access to the medical campus and additional driveways are proposed for site access. Juan Hernandez Drive and Barrett Avenue are existing local streets with the capacity to handle the development of this property. Circulation to the property from within Morgan Hill is provided by Tennant Avenue and Butterfield Boulevard. Public utilities exist in the surrounding streets and can serve the proposed development.

Compatible with Surroundings

- f. The proposed development will not have a substantial adverse effect on surrounding property and will be compatible with the existing and planned land use character of the surrounding area.*

Finding

The PD Master Plan deviates from the approved commercial zoning existing on the property by the addition of hospital and multi-family residential uses. With the incorporated general plan amendment to Mixed Use Flex, and the mixed use development envisioned in the conceptual Site Plan, suitable transitions between the existing uses will be provided. There are no uses included in the conceptual Site Plan that would have an adverse effect on the surrounding residential and school uses. The existing residential uses adjacent to Juan Hernandez Drive and Barrett Avenue, and Barrett Elementary School will benefit from the retail and restaurant uses that the PD Master Plan provides. The park and open space provided on the property will benefit the adjacent Barrett Elementary School and the adjacent residences. The high density residential use will provide a suitable buffer between the adjacent single family residences and school, and the walkable medical campus. The uses proposed will not cause odors, health risks, or safety issues to the surrounding sensitive uses. Adequate measures will be taken during the construction phase to protect the surrounding property from noise, vibration, dust, and construction traffic.

Zoning Map Findings

- g. Findings required for the concurrent approval of a zoning map amendment can be made.*

Finding

The project site is in a Services Commercial zoning district with a PD combining overlay so the finding can be made that it is consistent with the zoning map. Amending the 2035 General Plan use to allow the residential and hospital use will not alter the zoning map.

8.2 Zoning Amendment Findings

The following statements describe how the PD Master Plan complies with the findings required for the approval of a planned development project per Municipal Code Section 18.114.060 - Findings for Approval.

A. Findings for all Zoning Code and Zoning Map Amendments.

General Plan Consistency

- 1. The proposed amendment is consistent with the general plan and any applicable specific plan as provided by Government Code Section 65860.*

Finding

With the general plan amendment that is incorporated into the PD Master Plan, the zoning map amendment is consistent with the 2035 General Plan. The general plan land use diagram amendment from Commercial to Mixed Use Flex allows specific residential uses to be included in the CS district with the PD overlay.

Public Interest, Health, Safety, Convenience, Welfare

- 2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the city.*

Finding

The multi-family residential uses would be beneficial to the public interest, health, safety, convenience, and welfare of the city. The multi-family residential uses would provide more opportunities for residents to work near the medical offices, retail uses, and medical/hospital facility on the property, all of which provide job opportunities for the onsite and surrounding residential uses. The residential uses, including 15 percent affordable units, would also allow seniors the opportunity to age in place, consistent with 2025 General Plan policy. Providing residential uses in close proximity to the commercial and office uses would also reduce the greenhouse gas emissions if the residents were employees or were patrons of the proposed uses, and would enable school-aged children to walk to school. The multi-family residential housing added on this property, when capped at 200 units, would not create an overload on the local street system. Additionally, where the housing is positioned on the property allows for a step down from the existing residential and public facility use to the denser office and commercial uses. The hospital use would also be beneficial to the public interest, health, safety, convenience, and welfare of the city. The hospital would provide much needed medical service to the community and a variety of job opportunities.

Internal Consistency

- B. Additional Finding for Zoning Code Text Amendments. The proposed amendment is internally consistent with other applicable provisions of the zoning code.*

Finding

No changes to the existing zoning code text will be made. The PD Master Plan continues to rely on Zoning Code development standards for the most part. Several deviations from established standards are specifically outlined in the PD Master Plan, consistent with the regulations for establishing PD districts and PD Master Plans. There would be no internal inconsistencies as a result of the PD Master Plan.

Physically Suitable Site

- C. *Additional Finding for Zoning Map Amendments. 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.*

Finding

The 19.67 acre parcel is suitable in design, location, shape and size to accommodate the uses allowed by the PD Master Plan. The multi-family residential use would be appropriate next to the passive park located on the property along Barrett Avenue and would serve as a buffer from the more intense uses of office/commercial on the southern end of the property. With the amendment to the 2035 General Plan changing the land use designation from Commercial to Mixed Use Flex, the PD Master Plan is consistent with the general plan and zoning code. All of the uses in the PD Master Plan will contribute to the health, safety, and welfare of persons living or working on the property and surrounding properties, and to the community at large. The PD Master Plan promote community health and social interaction within the neighborhood by providing retail stores, a restaurant, plazas, and open spaces as gathering places. The pathways provide places for healthful exercise.

9.0

LEGAL DESCRIPTIONS

Legal Description – APN 817-09-039 and 817-09-041

Real property in the City of Morgan Hill, County of Santa Clara, State of California, described as follows:

All of parcels “D” and “E”, as shown on that certain Parcel Map filed for record in the Office of the Recorder, County of Santa Clara, State of California on May 24, 1983 in Book 513 of Maps, on Pages 14, 15, and 16, more particularly described as follows:

Beginning at the most southerly corner of said parcel “D”, as shown on said Parcel Map; thence

- 1) South 89°03' 48" West, 637.61', thence
- 2) Along a non-tangent circular curve, concave west, the center of which bears South 89°03' 47" West, with a radius 536.00', through a central angle 3° 44' 38", an arc length of 35.02 feet; thence
- 3) North 89° 03' 48" East, 276.87 feet; thence
- 4) North 19° 31' 04" East, 203.35 feet; thence
- 5) North 70° 28' 56" West, 58.00 feet; thence
- 6) North 25° 28' 56" West, 83.00 feet; thence
- 7) South 64° 31' 04" West, 321.00 feet; thence
- 8) Along a non-tangent circular curve, concave southwest, the center of which bears South 68° 32' 11" West, with a radius 536.00', through a central angle 4° 00' 40", and arc length of 37.52 feet; thence
- 9) North 25° 28' 29" West, 711.68 feet; thence
- 10) Along a tangent circular curve, concave east, with a radius 20.00 feet, through a central angle 89° 59' 29", and arc length of 31.41 feet; thence
- 11) North 64° 31' 00" East, 717.84 feet; thence
- 12) Along a non-tangent circular curve, concave south, the center of which bears South 15° 32' 49" East, with a radius 20.00 feet, through a central angle 42° 46' 35", an arc length 14.93 feet; thence

- 13) Along a tangent reverse circular curve, concave northwest, with a radius 42.06 feet, through a central angle $137^{\circ} 35' 51''$, an arc length 101.01 feet; thence
- 14) South $20^{\circ} 31' 38''$ East, 842.39 feet; thence
- 15) Along a non-tangent circular curve, concave west, the center of which bears South $69^{\circ} 29' 06''$ West, with a radius 547.00 feet, through a central angle $46^{\circ} 59' 24''$, an arc length 448.61 feet; thence
- 16) South $26^{\circ} 26' 41''$ West, 17.26 feet, more or less to the Point of Beginning

End of Description

All of parcels "C", as shown on that certain Parcel Map filed for record in the Office of the Recorder, County of Santa Clara, State of California

Legal Description – APN 817-09-040

The land referred to herein below is situated in the City of Morgan Hill, County of Santa Clara, State of California and is described as follows:

Parcel One:

Parcel C, as shown on Parcel Map recorded in Book 513 of Maps, at Pages 14, 15, 16, Santa Clara County Records, and being a portion of Lot 25 and lot 52 of "Catherine Dune Ranch Map No. 7", as shown on Map thereof, recorded in Book "L" of Maps, at page 26, Santa Clara County Records.

Parcel two:

An easement for ingress and egress over, under, on and across a strip of land 35.00 feet wide, described as follows:

Beginning at an iron pipe distant thereon South 25 degrees 57' 55" East 126.93 feet from the Southerly corner common to Lots 24 and 25, as shown on said Map and running thence North 89 degrees 03' 48" East 276.87 feet, South 00 degrees 56 deg. 12" East 35.00 feet, and South 89 degrees 03' 48" West 272.72 feet; thence along a curve to the left from a tangent bearing of North 00 degrees 56' 12" West, having a radius of 536.00 feet and a Central Angle of 3 degrees 44' 48", a distance of 35.03 feet to the Point of Beginning.

RESOLUTION NO. 20-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL RECOMMENDING APPROVAL OF A TENTATIVE PARCEL MAP FOR A 4-LOT PARCEL MAP ON A 19.67-ACRE SITE LOCATED ON THE SOUTHEAST CORNER OF THE INTERSECTION OF JUAN HERNANDEZ DRIVE AND BARRETT AVENUE (JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS)) (APNS 817-09-039, 817-09-040 AND 817-09-041).

WHEREAS, on November 18, 2019, Lillian Commons, LLC submitted an application for a tentative parcel map (SD2019-0007: Juan Hernandez – MH Medical Properties) for the Lillian Commons project; and

WHEREAS, such request was considered by the Planning Commission at its regular meeting of September 29, 2020; and

WHEREAS, in accordance to the California Environmental Quality Act (CEQA), the City completed an Initial Study to determine whether the project could have a significant effect on the environment, and found that with the application of mitigation measures there will not be a significant effect in this case , and therefore a Mitigated Negative Declaration has been prepared and considered by the Planning Commission prior to action taken to adopt this Resolution; 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 Tentative Parcel Map, together with its provisions for its design and improvements, is consistent with the General Plan.

SECTION 2. The Tentative Parcel Map as described herein is hereby recommended for City Council approval, as conditioned in the set of standard conditions attached hereto, as Exhibit A, and by this reference incorporated herein, as well as all mitigation measures identified in the Mitigated Negative Declaration and Mitigation Monitoring Reporting Program incorporated by this reference as though fully set forth herein.

PASSED AND ADOPTED THIS 29th DAY OF SEPTEMBER 2020, AT A SPECIAL MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

City of Morgan Hill
Resolution No. 20-12
Page 2 of 2

AYES: **COMMISSIONERS:**

NOES: **COMMISSIONERS:**

ABSTAIN: **COMMISSIONERS:**

ABSENT: **COMMISSIONERS:**

ATTEST:

JENNA LUNA, Deputy City Clerk

APPROVED:

MOHAMMAD HABIB, Chair

Date: _____

Attachment: Resolution - Tentative Parcel Map [Revision 2] (2856 : Lillian Commons)

EXHIBIT "A" STANDARD CONDITIONS

APPLICATION NO: SD2019-0007: JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS)

THE FOLLOWING APPROVAL REQUIREMENTS AND ANY SPECIAL CONDITIONS SHALL BE APPLIED THROUGH THE DEVELOPMENT APPROVAL PROCESS.

Legend

MHMC= Morgan Hill Municipal Code
MHARH= Morgan Hill Architectural Review Handbook
CMH= City of Morgan Hill
CFC= California Fire Code

I. PROJECT DESCRIPTION

The project includes a Tentative Parcel Map to subdivide the project site into four parcels.

The project shall comply with all requirements of related project approvals granted by the City, including all of the following:

- A. Initial Study/Mitigated Negative Declaration – June 2020 (EA2019-0023)

II. PROJECT MITIGATION MEASURES

The applicant shall be subject to compliance with the mitigation measures of the project's adopted Mitigation Monitoring and Reporting Program. The following mitigation measures shall be included with all building permit, grading, or improvement plans.

- A. **MM AIR-3.1:** The following mitigation measure shall be implemented during all phases of construction to minimize emissions:
 - The project applicant shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 70-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:
 - All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 particulate matter emissions standards. Alternatively, diesel-powered equipment that meets U.S.EPA Tier 2 or 3 engines and include CARB-certified Level 3 Diesel Particulate Filters (or equivalent) would meet this requirement, as would the use of equipment that is electrically powered or uses non-diesel fuels.

- B. **MM-BIO-1.1:** Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.
- C. **MM-BIO-1.2:** If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading perm.
- D. **MM-BIO-5.1:** To the extent feasible, activities shall avoid impacts to any protected trees. Avoidance is considered to be completely avoiding any work or staging under the dripline of trees. The boundary of the designated avoidance buffer shall be flagged or fenced prior to initial ground disturbance. If complete avoidance is not feasible, BIO MM-5.2 shall be implemented.
- E. **MM-BIO-5.2:** The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City.
- F. **MM-NOI-1.1:** Develop a noise construction control plan including but not limited to the following construction best management control:
- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);
 - Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to

- avoid noise associated with compressed air exhaust from pneumatically powered tools; and
- Stationary noise sources shall be located as far from noise-sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.
 - Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
 - Unnecessary idling of internal combustion engines shall be strictly prohibited.
 - Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
 - Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
 - Where feasible, temporary power service from local utility companies should be used instead of portable generators.
 - Locate cranes as far from noise-sensitive receptors as possible.
 - During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
 - Substitute nail guns for manual hammering, where feasible.
 - Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of two pounds per square foot (e.g., such as 0.75-inch plywood).
 - Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible.
 - During interior construction, the exterior windows facing noise-sensitive receptors should be closed.
 - During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.

- The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
 - Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- G. **MM-NOI-2.1:** A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA.
- H. **MM-TRN-1.1:** Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant shall be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection shall be mitigated with payment of the traffic impact fee, as determined by City staff.

III. PROJECT CONDITIONS OF APPROVAL

This Tentative Parcel Map approval is limited to the plan set dated October 30, 2019 on file (File Number SD2019-0007) with the Development Services Department. These documents, as amended by Design Review approval, show the location and sizes of all lots in this development, the location and dimensions of all vehicle and pedestrian circulation ways (ingress/egress), common areas, and other easement areas.

The Final Map shall be in substantial compliance with the approved Tentative Map as determined by the City Engineer and Development Services Director.

PLANNING DIVISION

DEFENSE AND INDEMNITY

- A. As part of, and in connection, with this application to the City of Morgan Hill, Applicant agrees to defend, indemnify, and hold harmless the City of Morgan Hill, its officers, agents, employees, officials and representatives (Indemnitees) from and against any and all claims, actions, or proceedings arising from any suit for damages or for equitable or injunctive relief which is filed against City to attack, set aside, void or annul its approval of this application or any related decision, or the adoption of any environmental documents which relates to said approval. The City shall promptly notify the Applicant of any such claim, action or proceeding and the City shall cooperate fully in the defense thereof. In the event that Applicant is required to defend Indemnitees in connection with the proceeding, Indemnitees shall retain the right to approve (a) the counsel to so defend Indemnitees; (b) all significant decisions concerning the manner in which the defense is conducted; and (c) any and all settlements, which approval shall not be unreasonably withheld. This indemnification shall include, but is not limited to, (a) 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; (b) reasonable internal City administrative costs, including but not limited to staff time and expense spent on the litigation, after tender is accepted; and (c) all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision. City may, in its sole discretion, participate in the defense of such action; but such participation shall not relieve Applicant of its obligations under this condition. The undersigned hereby represents that they are the Applicant or 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.

TIME LIMITS

- A. **Term:** The Tentative Parcel Map approval granted pursuant to this Resolution shall remain in effect for two years to _____. Failure to apply for Final Map approval with the City Engineer within this term shall result in expiration of approval unless an extension of time is granted by the Development Services Department/Planning Commission prior to the expiration date. **(MHMC 17.20.170; 17.24.110)**

SITE DEVELOPMENT

- A. **Street Names:** Street names, private or otherwise, used to identify building locations shall be submitted to the Planning Division for approval. Proposed street names shall comply with the Street Naming Policy approved by City Council (Resolution No. 4601) and CP 94-13.
- B. **Standard Condition AIR-1:** The following measures shall be implemented during all phases of construction to control dust and exhaust at the project site:
- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
 - All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
 - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - Replant vegetation in disturbed areas as soon as possible after completion of construction.
 - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
 - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.
- C. **Condition of Approval AIR-1:**
- Install air filtration in residential and medical buildings. Air filtration devices shall be rated MERV16 or higher for portions of the site that have annual PM2.5 exposure above 1.1 micrograms per cubic meter and MERV13 or higher for all other portions of the site. To ensure adequate health protection to sensitive receptors (i.e. residents), this ventilation system, whether mechanical or passive, all fresh air circulation into the dwelling units shall be filtered.

- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required.
 - Ensure that the use agreement and other property documents:
 - Require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks;
 - Include assurance that new owners or tenants are provided information on the ventilation system; and
 - Include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacement of the filters, as needed.
- D. **Condition of Approval AIR-2:** Provide electrical power at truck loading docks to avoid use of truck refrigeration units.
- E. **Condition of Approval AIR-3:** Designate truck circulation routes that avoid residential areas to the greatest extent reasonable.
- F. **Standard Condition GEO-1:** To avoid or minimize potential damage from seismic shaking, the proposed development shall be built using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of a design-level geotechnical investigation, which will be included in a report to the City. The structural designs for the proposed development will account for repeatable horizontal ground accelerations. The report shall be reviewed and approved by the City of Morgan Hill Building Division prior to issuance of a building permit. The buildings shall be required to meet the requirements of applicable Building and Fire Codes, including the 2019 California Building Code Chapter 16, Section 1613, as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property to the extent feasible and in compliance with the Building Code.
- G. **Standard Condition GEO-2 (Storm Drain System):** Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works.
 1. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
 2. Water Pollution Control Drawings for Sediment and Erosion Control.
- H. **Standard Condition GEO-3 (NPDES Permit Conformance):** As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total

disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Public Works Department review. The SWPPP shall be made a part of the improvement plans (SWRCB NPDES General Permit CA000002).

- I. **Standard Condition HYD-1:** In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures are included in the project to reduce construction-related water quality impacts to a less than significant level:

The following BMPs shall be implemented during project construction:

- Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities will be suspended during periods of high winds.
- All exposed or disturbed soil surfaces will be watered at least twice daily to control dust.
- Stockpiles of soil or other materials that can be blown by the wind will be watered or covered.
- All trucks hauling soil, sand, and other loose materials will be covered and all trucks will be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction site will be swept daily (with water sweepers).
- Vegetation in disturbed areas will be replanted as quickly as possible.

- J. **Standard Condition HYD-2:** In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures shall be included in the project to reduce construction-related water quality impacts to a less than significant level:

- As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General

Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Land Development Engineering Divisions review. The SWPPP shall be made a part of the improvement plans. (SWRCB NPDES General Permit CA000002).

- K. **Standard Condition HYD-3:** The Project Engineer shall provide a hydrology report demonstrating that post-development stormwater runoff peak flows discharged from the site do not exceed pre-project peak flows for the two (2) through 10-year storm events. Peak flow controls must also meet the flood control standards established by the Santa Clara County Drainage Manual.

HABITAT PLAN

- A. **Fees:** The approved project is covered pursuant to the Santa Clara Valley Habitat Plan (Habitat Plan) and subject to fees and conditions contained in the Habitat Plan.
- B. **Application Package:** Prior to issuance of a grading permit, the project shall complete and submit a Habitat Plan Application Package. All fees shall be paid prior to issuance of a grading permit. **(MHMC 18.132)**
- C. **Conditions:** Any additional conditions or mitigations required by the Habitat Plan shall be clearly stated on all plans that involve any ground disturbing activity (i.e. grading plans, improvement plans, paving plans, demolition plans or other plans for site clearing or temporary stockpile of dirt). **(MHMC 18.132)**

CULTURAL RESOURCES

- A. **Significant historic or archaeological materials:** This project has been determined not to be in a site identified as archaeologically sensitive by the City's adopted archaeological sensitivity map, but nonetheless could adversely impact undocumented human remains or unintentionally discover significant historic or archaeological materials. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials

shall apply and should be provided as standard conditions on the building permit, grading permit, or improvement plans. If human remains are discovered, it is probable they are the remains of Native Americans.

1. If human remains are encountered, they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld. Remains should not be held by human hands. Surgical gloves should be worn if remains need to be handled. Surgical mask should also be worn to prevent exposure to pathogens that may be associated with the remains.
2. In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, groundstone mortars and pestles), culturally altered ash-stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials, and historic structure remains such as stone-lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the discovery locale.
3. An “exclusion zone” where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time of discovery, by the Monitoring Archaeologist (typically 25-50ft for single burial or archaeological find).
4. The discovery locale shall be secured (e.g., 24-hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances.
5. The Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:

- The City of Morgan Hill Development Services Director (408) 779-7247
 - The Contractor's Point(s) of Contact
 - The Coroner of the County of Santa Clara (if human remains found) (408) 793-1900
 - The Native American Heritage Commission (NAHC) in Sacramento (916) 653-4082
 - The Amah Mutsun Tribal Band (916) 481-5785 (H) or (916) 743-5833 (C)
6. The Coroner has two working days to examine the remains after being notified of the discovery. If the remains are Native American the Coroner has 24 hours to notify the NAHC.
 7. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD) from the Amah Mutsun Tribal Band. (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)
 8. Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.
 9. Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's Development Services Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the Amah Mutsun Tribal Band may be considered and carried out.
 10. If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails, then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

GENERAL

- A. **Recordation of Map:** The recordation of the final map shall not be completed until approval of the Design Review Permit is completed.
- B. **Signed copies of Approval Certificate:** Submit two (2) signed copies of the Approval Certificate to the Planning Division prior to issuance of a building permit.

ENGINEERING DIVISION

PROJECT SPECIFIC ENGINEERING CONDITIONS

A. Site Access

1. Barrett Avenue Driveways: The project is proposing two full access driveways along Barrett Avenue, across Barrett Elementary School. These new driveways are designated in the project's Traffic Impact Analysis, dated June 19, 2020, as Driveway 3 (closest to Juan Hernandez Drive) & Driveway 4. The City Engineer has determined that allowing these two driveways to be full access will create unsafe conditions for vehicle, pedestrian and bicycle traffic in the vicinity of Barrett Elementary School especially during the school's drop-off and pick-up periods.
 - a. At Design Review stage, revise Driveways 3 & 4 to provide emergency vehicle access only.
2. Juan Hernandez Driveways:
 - a. The project is also proposing two full access driveways along Juan Hernandez Drive. These driveways are designated in the project's Traffic Impact Analysis as Driveway 1 (existing, southern driveway at New Private Street B) & Driveway 2 (new main driveway located in the middle of the project site) per the project's Traffic Impact Analysis. The City Engineer has determined that allowing Driveway 1 (existing, southern driveway) to remain at its current location will create conflicting vehicle turn movements. The project's Traffic Impact Analysis stated that "the close proximity of Driveway 1 to the Juan Hernandez Drive/St. James Drive intersection (approximately 100 feet to the south), in addition to the increase in traffic volumes at the site driveway, could potentially create conflicts between southbound left-turning traffic accessing Driveway 1 and northbound left-turning traffic at St. James Drive."
 - i) At Design Review stage, relocate Driveway 1 (southern driveway) to the north and align with St. James Drive (existing public street) to form the east leg of the intersection.
 - b. Third New Driveway at Juan Hernandez Drive: The applicant has requested City staff to consider a third new driveway along Juan Hernandez Drive (north of the new main driveway – Driveway 2) if the two proposed driveways along Barrett Avenue will be restricted to emergency vehicle access only. This third driveway is not reflected on the plans submitted by the applicant.
 - i) At Design Review stage, the project shall submit an analysis of the suitability of a third new driveway at Juan Hernandez Drive

and adequacy of the driveway operations for review and approval by the City Engineer.

- B. **Barrett Avenue Improvements:** The applicant requested input from the Morgan Hill Unified School District (MHUSD) on the project's site plan. The applicant agrees with the following MHUSD recommendations: (1) provide a school drop-off/pick-up area for the school within the project site, adjacent to Barrett Avenue; (2) widen the proposed sidewalk to a minimum width of 6', along the project frontage, on the south side of Barrett Avenue to allow for both bicyclists and pedestrians; and (3) provide a mid-block crosswalk at Barrett Avenue. Engineering staff discussed the above recommendations with MHUSD staff on September 4, 2020.

1. At Design Review stage, the project shall submit an analysis of the proposed school drop-off/pick-up area and any conflicts with the two existing school driveways at Barrett Avenue. A drop-off/pick-up area located closer to the intersection of Barrett Avenue and Juan Hernandez Drive is preferred as this will allow students and other pedestrians to use the existing crosswalk at the intersection. This will eliminate the need for a mid-block crosswalk at Barrett Avenue.

C. **Tentative Map**

1. At Design Review stage, address the following:
 - a. Add a Public Service Easement over the location of the public water main and water meters within the project site, as determined by the City Engineer.
 - b. Show additional Stormwater/Storm Drainage Easements over stormwater control measures and associated storm drainage pipes if one or more parcels will drain to a stormwater control measure located on an adjacent parcel.
 - c. Show private water, private storm drainage, and private sanitary sewer easements over these utilities over any of these utilities if these are proposed to cross over parcels.
2. The width of the right-of-way dedication on the south side of Barrett Avenue will be finalized at Design Review stage.

- D. **Grading:** At Design Review stage, submit a Preliminary Drainage Report.

- E. **Stormwater Management:** This project shall comply with the California Regional Water Quality Control Board Central Coast Region Resolution No. R3-2013-0032 as documented by the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements. At Design Review stage, the project shall address the following:

1. Submit a revised Stormwater Control Plan that includes all the items listed in Appendix B (Stormwater Control Plan Checklist) of the Guidance Manual.

2. Size each Drainage Management Area (DMA) based on proposed grading and each DMA boundary clearly identified. Note: Multiple DMAs may drain to one stormwater control measure, but one DMA may not drain to multiple stormwater control measures.
3. Submit the Project's Geotechnical Report that includes site-specific soil infiltration rates for each area of the site where infiltration facilities are proposed, and information about any surface or subsurface soil contamination at the site.
4. Infiltration facilities that allow runoff to be filtered through surface or imported soils (indirect infiltration method), such as bioretention areas, shall be used unless a combination of indirect and direct infiltration systems are necessary to increase detention and/or retention.
5. Revise the plans to show the following:
 - a. Each stormwater basin located within the limits of a parcel
 - b. Sanitary sewer connections from all trash enclosures
 - c. Site-specific cross-sections for the proposed stormwater basins. Include top and bottom elevations.
 - d. Stormwater basin details
 - e. If the project proposes bioretention areas, provide details identifying elevations for all structure components associated with the facilities (top of media, top of gravel pack, subdrain invert, etc.).

F. Utilities

1. At Design Review stage, revise the plans to address the following:
 - a. On Parcel C, provide separate sewer laterals for the Office building and Apartment building located to the southeast of the Office building.
 - b. Show the size of the water lines.
 - c. Provide a sanitary sewer test manhole behind the property line for the non-residential portion of the project for pretreatment to measure flows and for samples to be readily obtained therefrom by the City.

G. Reimbursement: The applicant/property owner shall reimburse the Morgan Hill Unified School District (MHUSD) in the amount of \$23,120 for the traffic signal improvements completed at the intersection of Juan Hernandez Drive and Tennant Avenue by MHUSD in 2007. The reimbursement amount was calculated based on the estimated share of peak hour trips contributed to the intersection by each anticipated new development in the vicinity of the intersection.

H. Parkland Dedication and Parkland Fee In-Lieu Exemption: The residential portion of the project is proposed as rental housing. This type of project is exempt from the Parkland Dedication and Parkland Fee In-Lieu requirements (Morgan Hill Municipal Code Chapter 17.28). However, if the residential type changes, the

project may be subject to the payment of parkland in-lieu fees to meet the parkland obligation.

STANDARD ENGINEERING CONDITIONS

A. GENERAL

1. 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)**
2. The applicant shall have a Final Map prepared by a registered engineer (licensed prior to 01/01/1982: registration number 33,965 or lower) or licensed land surveyor delineating all parcels and easements created. There shall be concurrence in writing by PG & E, Telephone, Cable TV and any other affected agencies to all improvements and easements which are applicable to them. The number and locations of monuments shall be set as required by the City Engineer. **(MHMC 17.20.200 A; 17.20.290; 17.24.010)**
3. The applicant shall submit as part of the improvement drawings for the project, profiles of all improvements and typical cross-sections of all streets and details of curbs, gutters, and sidewalks, to be accomplished to the satisfaction of the City Engineer prior to submittal of Final Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**
4. 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)**
5. Improvement plans are to show water lines, sanitary sewer, storm drain system, pavement widths, curve radius, and existing utilities.
6. Enter into a Subdivision Improvement Agreement (SIA) with the City of Morgan Hill to cover required improvements. **(MHMC 12.02.150; 17.32.010 B; 17.32.160)**
7. Reciprocal access easements and maintenance agreements ensuring access to all parcels and joint maintenance of all common roads, drives or parking areas shall be provided by CC&R's and by deed and shall be recorded concurrent with the map, or prior to issuance of building permit where no map is involved. **(MHMC 17.20.350 H)**
8. **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 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)**

B. STREET IMPROVEMENTS

1. 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 City Engineer. All street improvements shall be constructed to the satisfaction of the City Engineer. 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)**
2. The project shall install and dedicate street improvements 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)**
3. Dedication of the required corner cutoff at the intersection of Juan Hernandez Drive and Barrett Avenue. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010)**
4. Underground existing utilities: All existing overhead utilities adjacent to any site boundary or along any street frontage of the 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)**

C. SANITARY SEWER SYSTEM

1. The applicant shall cause to be undertaken the design and construction of sanitary sewer improvements including, but not limited to installation of sewer line extension on the private street(s)/drive aisle(s). The sanitary collection system shall include, but not be limited to manholes with manhole frames and covers, cleanouts, wye-branches and laterals, and separate sewer taps to each lot. These are to be installed by the developer. **(MHMC 13.20.355; 17.32.020 C; CMH Sewer System Master Plan; CMH Design Standards and Standard Details for Construction)**

2. All existing and future sewer lines shall be tied into the City's system and existing septic systems shall be abandoned in accordance with City requirements. **(MHMC 13.24.060; 17.32.20 C)**

D. STORM DRAIN SYSTEM

1. A complete storm drainage study of the proposed development must be submitted showing amount of run-off, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the City Engineer. All needed improvements will be made by the applicant. No overloading of the existing system will be permitted. **(MHMC 17.32.020 B; 17.32.090; CMH Design Standards and Standard Details for Construction)**
2. The applicant shall cause the design and construction to be undertaken for a storm drainage collection system shown on the Tentative Map plans. All storm drain improvements shall be constructed to the satisfaction of the City Engineer. **(MHMC 17.32.020 A & B)**
3. Collection system shall be designed to be capable of handling a 10-year storm without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity. Streets shall be designed to carry a 100-year storm. Items of construction shall include, but not be limited to installation of surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals. Note: the project may be required to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows. **(MHMC 17.32.020 B; 18.74.440; CMH Design Standards and Standard Details for Construction; CMH Storm Drainage System Master Plan)**
4. Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the City Engineer.
 - a. Storm drain calculations to determine detention/retention pond sizing and operations.
 - b. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
 - c. Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control.**(CMH Design Standards and Standard Details for Construction)**
5. As required by the State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ, construction activity resulting in a land disturbance of one (1) acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain

coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) ONLINE at: <http://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp> and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with the General Permit. The SWPPP Manual shall follow the CASQA SWPPP template/format at <https://www.casqa.org/store/products/tabid/154/p-167-construction-handbookportal-initial-subscription.aspx> and shall be approved by Land Development Engineering. A Waste Discharger Identification (WDID) number will be issued to the construction site after the SWRCB receives and verifies the submitted ONLINE NOI information. The WIDI number and approved SWPPP Manual shall be provided to Land Development Engineering Division and the Building Division prior to any approval of grading activities (SWRCB NPDES General Permit CA000002).

6. NPDES GENERAL PERMIT SITE SWPPP INSPECTIONS AND COMPLIANCE:

- a. ALL project onsite and offsite construction activity shall have the site inspected by a qualified third party SWPPP Inspector (QSD or QSP or RCE) or the project shall be charged for SWPPP inspections performed by a City Inspector. This will be determined at improvement plan stage.
- b. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).
- c. SWPPP Inspections shall occur bi-weekly during the non-rainy season.
- d. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.
- e. Per each of the inspection conditions 2, 3, or 4, the NPDES SWPPP Inspector shall certify in writing to the Building Division and Land Development Engineering Division if the site is in compliance or non-compliance with the NPDES General Permit for Stormwater, site SWPPP Manual, and Water Pollution Control Drawings (per the CMH-SWPPP Inspection Check List to be provided by Land Development Engineering). QSD/QSP SWPPP Inspectors shall forward onsite and offsite information/certification to the Building (on-site private property issues) and Public Works (public right-of-way issues) inspectors respectively.
- f. Prior to rain events, BMPs not in compliance will need to be corrected immediately.

- g. Illicit discharges per the NPDES General Permit, non-compliance of tracking control, and inlet protection within the public right of way shall be address immediately.
- h. Other non-compliance issues need to be addressed within a 24-hour period.
- i. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow up inspection.
- j. BMPs maintenance/inspections shall include tree protection if applicable.

E. WATER SYSTEM

- 1. The applicant shall cause the design and construction to be undertaken of a domestic water system to the satisfaction of the City Engineer. The water system improvements shall be constructed within public easements or street rights-of-way to the satisfaction of the City Engineer and dedicated to the City. **(MHMC 17.32.020 A & D; CMH Design Standards and Standard Details for Construction; CMH Water System Master Plan)**
- 2. Abandonment of any existing water well shall be in conformance with Santa Clara Valley Water District (SCVWD) Ordinance 90-1. Location and disposition to be shown on the plan. Well(s) shall be properly registered with the SCVWD and either be maintained or abandoned in accordance with SCVWD standards.
- 3. Installation of water line extension on the proposed private streets. **(MHMC 17.32.020 A & D; CMH Water System Master Plan)**
- 4. Provide separate water services and meters for each parcel. These are to be installed by developer. **(MHMC 17.32.020 D)**

F. OTHER CONDITIONS

- 1. The owner shall dedicate all necessary utility easements. **(MHMC 12.02.080 D; 17.28.010 A)**
- 2. The applicant shall cause the design and construction required to underground all electric, gas, Cable TV and communication lines within the development. Such design and construction shall be to the satisfaction of the affected utilities and the City Engineer. **(MHMC 17.32.020 E.1)**
- 3. The final map for a minor subdivision (4 lots or less) shall be signed by the City Engineer and the Planning Commission Secretary prior to issuance of a grading permit. **(MHMC 17.20.390; 17.24.210)**
- 4. Final landscape plans shall be submitted with and included as part of the improvement plans for the project. **(MHMC 17.08.090)**

5. Prior to the approval of any Building Permit for grading activity, the developer shall schedule a pre-construction meeting with the Public Works Inspection Division with the following project team members:
 - a. Civil Engineer of record
 - b. Geotechnical Engineer of record
 - c. Third Party QSD/QSP SWPPP Inspector
 - d. General Contractor
 - e. Subcontractors

G. NPDES WATER QUALITY STORMWATER MANAGEMENT DEVELOPMENT STANDARDS

1. State Water Resources Control Board Post Construction Requirements (PCRs): Project shall comply with the California Regional Water Quality Control Board Central Coast Region Resolution No. R3-2013-0032 as documented by the **Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements** (developed from Resolution No. R-2013-0032 Attachment 1 and 2 at: http://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.shtml). A copy of the guidance manual can be obtained through the Land Development Engineering's website. Project shall meet the applicable requirements of the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements:
 - a. Performance Requirement 1: Site Design and Runoff Reduction
 - b. Performance Requirement 2: Water Quality Treatment
 - c. Performance Requirement 3: Runoff Retention
 - d. Performance Requirement 4: Peak Management
2. **Properly Design Trash Enclosure Areas:** All trash enclosure areas must meet the following Structural or Treatment Control BMP requirements:
 - a. Roof Required: Trash enclosure areas shall have an all-weather noncombustible solid roof to prevent rainwater from mixing with the enclosure's contents.
 - b. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.
 - c. Doors: Trash enclosure shall have door(s) which can be secured when closed.
 - d. Grades: The pad for the enclosure shall be designed to not drain outward, and the grade surrounding the enclosure shall be designed to not drain into the enclosure.

- e. Drain Inlet: Within the enclosure, an area drain with an approved (Zurn) vandal- proof drain shall be installed and shall be plumbed to the sanitary sewer system with grease trap. Grease trap shall be located within the trash enclosure footprint.
3. **Design Standards for Structural or Treatment Control BMPs:** The post-construction treatment control BMPs shall incorporate, at a minimum, either a volumetric or flow- based treatment control design standard, or both, as identified below to mitigate (infiltrate, filter or treat) storm water runoff:
 - a. Volumetric Treatment Control BMP
 - i) The 85th percentile 24-hour runoff event determined as the maximized capture storm water volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or
 - ii) The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook – Industrial/ Commercial, (2003); or
 - iii) The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for “treatment” that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.
 - b. Flow Based Treatment Control BMP
 - i) The flow of runoff produced from a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the area; or
 - ii) The flow of runoff produced from a rain event that will result in treatment of the same portion of runoff as treated using volumetric standards above.
4. **Stormwater Runoff Management Plan (SWRMP) required:** The stormwater runoff management plan shall include sufficient information to evaluate the environmental characteristics of affected areas, the potential impacts of the proposed development on water resources, and the effectiveness and acceptability of measures (post-construction BMPs) proposed for managing stormwater runoff.
5. **Stormwater BMP operation, maintenance, and replacement responsibility**

- a. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property owner(s) or other legal entity approved by the city.
 - b. Any repairs or restoration/replacement and maintenance shall be in accordance with city-approved plans.
 - c. The property owner(s) shall develop a maintenance schedule for the life of any stormwater management facility and shall describe the maintenance to be completed, the time period for completion, and who shall perform the maintenance. This maintenance schedule shall be included with the approved stormwater runoff management plan.
6. **Stormwater BMP operation and Maintenance Agreement (SWBOMA):**
Prior to the issuance of any building permits requiring stormwater management BMPs, the owner(s) of the site shall enter into a formal written stormwater BMP operation and maintenance agreement with the city. The city shall record this agreement, against the property or properties involved, with the County of Santa Clara and it shall be binding on all subsequent owners of land served by the storm water management treatment BMPs (City standard STORMWATER BMP OPERATION AND MAINTENANCE AGREEMENT to be provided by Land Development Engineering).
7. **Stormwater BMP inspection responsibility**
- a. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a Register Civil Engineer (RCE).
 - b. Unless otherwise required by the City engineer or designee, stormwater facility inspections shall be done at least twice per year (April 15th and September 15th) by the RCE. Written records shall be kept of all inspections and shall include, at minimum, the following information:
 - i) Site address;
 - ii) Date and time of inspection;
 - iii) Name of the person conducting the inspection;
 - iv) List of stormwater facilities inspected;
 - v) Condition of each stormwater facility inspected;
 - vi) Description of any needed maintenance or repairs; and
 - vii) As applicable, the need for site re-inspection.
 - c. Upon completion of each inspection, an inspection report shall be submitted to Land Development Engineering.

8. **Records of maintenance and inspection activities:** On or before April 15th and September 15th of each year, the party responsible for the operation and maintenance of on-site stormwater management facilities under the BMP operation and maintenance agreement shall provide the City engineer or designee with records of all inspections, maintenance and repairs.
9. **Annual Certification of SWRMP:** On or before September 30th of each year, a Registered Civil Engineer (RCE) shall provide written certification that the developments stormwater quality design standards are properly maintained and functioning as required by the SWRMP.

POLICE DEPARTMENT

- A. **Safety and Security Plan.** The Police Department shall review and approve a safety and security plan for the facility including a security camera plan prior to the issuance of a building permit or site development permit, whichever one is issued first.
- B. **Camera Access.** The Police department will require access to camera feed and camera recordings to be able to view real time and recorded footage if/when required.

HOUSING DIVISION

- A. **Inclusionary Housing Agreement:** The developer shall execute and record an Inclusionary Affordable Housing Agreement with the City prior to issuance of a building permit. **(MHMC 14.04.050)**
- B. **BMR Standards:** The Below Market Rate (BMR) units shall comply with the BMR standards.

BMR standards:

1. Location. BMR units shall be distributed evenly throughout the project.
2. Lot Size. Lot size shall be at least the same size as the smallest lot of a market rate unit within the project;
3. Bedroom Count. Average bedroom count shall be the same as the average bedroom count in the market rate units in the project;
4. Exterior. Exterior trim entry door hardware, and finish to the same standard as the Market Rate
5. Minimum standards for equipment, fixtures, appliances and finishes have been established for the BMR units. All items installed by the developer shall be of good quality and in new condition. Good quality shall be deemed

as entry level but generally not the lowest level of product offered for that application. All products shall offer durability, reliability and maintain a quality appearance and function that is standard to most other median priced homes in the area. The below listed items must be installed as a basic feature of each BMR home.

6. Minimum Interior standard finishes will be as follows:
 - a. All closets shall have doors
 - b. Interior doors to be raised panel type or same as market rate
 - c. Door hardware to be brass finish or equivalent
 - d. Appliances shall be major brand name
 - e. Microwave with an exhaust vent shall be installed over the range
 - f. Kitchen counters shall be white ceramic tile
 - g. Kitchen cabinets shall be stained wood with white melamine interiors
 - h. Units will be roughed in for AC including electrical and line set
 - i. Basic alarm system to secure all accessible openings to the home
 - j. Carpet in bedrooms, hallways, family rooms
 - k. Linoleum or tile entry, bathroom kitchens
 - l. Laminate flooring may substitute for carpet or linoleum
 - m. Electric garage door opener

7. Timing of Construction. BMR units shall be constructed in proportion to the BMR ownership housing requirement applicable to the project. For example, for a project with 389 units and an 20% BMR rental housing commitment, at least one BMR unit shall be constructed before or concurrently with every 5th market rate unit constructed. The last market rate unit to be completed in the project may not receive a certificate of occupancy until the last BMR unit has received a certificate of occupancy. The Director may approve a modified schedule if the timing requirement will create unreasonable delays in the issuance of certificates of occupancy for market rate units.



COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION

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DRAFT MITIGATED NEGATIVE DECLARATION

I. DESCRIPTION OF PROJECT:

Application #s: GPA2019-0005, ZA2019-0016, SD2019-0007 and EA2019-0023

APN: 817-09-041, 817-09-039, and 817-09-040

Project Title: Lillian Commons Medical Campus Project

Project Location: The 19.67-acre project site is located at the southeast corner of Juan Hernandez Drive and Barrett Avenue in the City of Morgan Hill.

Project Proponent: Lillian Commons, LLC, 782 Sleeper Avenue, Mountain View, CA 94040

Project Description: The project proposes to construct a 4,500 square foot urgent care facility, 10,000 square foot medial building, 100,000 square foot medical office/hospital with 55 beds, three-story parking garages with 500 spaces, 10,000 square foot commercial retail/restaurant building, and a 200-unit multi-family residential development. The project also includes a request for a General Plan Amendment (GPA), Zoning Amendment, Planned Development Master Plan, and Tentative Parcel Map.

II. DETERMINATION

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

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

III. CONDITIONS (Mitigation and Standard Conditions):

A. Air Quality

Standard Condition AIR-1: The following measures shall be implemented during all phases of construction to control dust and exhaust at the project site:

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

Impact AIR-3: The project would result in a significant cancer risk to the maximally exposed individual due to the project's construction TAC emissions.

Mitigation Measures:

MM AIR-3.1: The following mitigation measure shall be implemented during all phases of construction to minimize emissions:

- The project applicant shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 70-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:
 - All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 particulate matter emissions standards. Alternatively, diesel-powered equipment that meets U.S.EPA Tier 2 or 3 engines and include CARB-certified Level 3 Diesel Particulate Filters (or equivalent) would meet this requirement, as would the use of equipment that is electrically powered or uses non-diesel fuels.

B. Biological Resources

Impact BIO-1: Construction activities on the project site could result in the loss of raptor and/or migratory bird eggs or nestlings, either directly by destroying an active nest or indirectly by disturbing and causing the abandonment of an active nest.

Mitigation Measures:

- MM BIO-1.1:** Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.
- MM BIO-1.2:** If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit.

Impact BIO-5: Construction activities on the project site could damage City-protected trees on and adjacent to the site.

Mitigation Measures:

- MM BIO-5.1:** To the extent feasible, activities shall avoid impacts to any protected trees. Avoidance is considered to be completely avoiding any work or staging under the dripline of trees. The boundary of the designated avoidance buffer shall be flagged or fenced prior to initial ground disturbance. If complete avoidance is not feasible, BIO MM-5.2 shall be implemented.
- MM BIO-5.2:** The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. Any trees to be removed shall require replacement at a two-to-one ratio on a comparable ratio of size. The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City.

C. Cultural Resources

Standard Condition CUL-1: In the event of the unintentional discovery of undocumented human remains or significant historic or archaeological materials during construction, the following policies and procedures for treatment and disposition measures shall be implemented:

- If human remains are encountered, they shall be treated with dignity and respect as due to them. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.
 - Remains shall not be held by human hands. Surgical gloves shall be worn if remains need to be handled.
 - Surgical mask shall also be worn to prevent exposure to pathogens that may be associated with the remains.
- In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped.¹ Ground-disturbing project activities may continue in other areas that are outside the discovery location.
- An “exclusion zone” where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery, or if on-site at the time of discovery, by the Monitoring Archaeologist (typically 25 to 50 foot buffer for a single burial or archaeological find).
- The discovery location shall be secured as directed by the City if considered prudent to avoid further disturbances.
- The Contractor Foreman or authorized representative, or party who made the discovery shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:
 - The City of Morgan Hill Development Services Director
 - The Contractor's Point(s) of Contact
 - The Coroner of the County of Santa Clara (if human remains found)
 - The Native American Heritage Commission (NAHC) in Sacramento
 - The Amah Mutsun Tribal Band
- The Coroner will have two working days to examine the human remains after being notified of the discovery. If the remains are Native American, the Coroner has 24 hours to notify the NAHC. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD) from the Amah Mutsun Tribal Band. (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)
- Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.

¹ Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, groundstone mortars and pestles), culturally altered ash-stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials, and historic structure remains such as stone-lined building foundations, wells or privy pits.

- Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's Development Services Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the Amah Mutsun Tribal Band may be considered and carried out.
- If the MLD recommendation is rejected by the City of Morgan Hill, the parties will attempt to mediate the disagreement with the NAHC. If mediation fails, then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

D. Geology and Soils

Standard Condition GEO-1: To avoid or minimize potential damage from seismic shaking, the proposed development shall be built using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of a design-level geotechnical investigation, which will be included in a report to the City. The structural designs for the proposed development will account for repeatable horizontal ground accelerations. The report shall be reviewed and approved by the City of Morgan Hill Building Division prior to issuance of a building permit. The buildings shall be required to meet the requirements of applicable Building and Fire Codes, including the 2019 California Building Code Chapter 16, Section 1613, as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property to the extent feasible and in compliance with the Building Code.

Standard Condition GEO-2 (Storm Drain System): Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works.

1. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
2. Water Pollution Control Drawings for Sediment and Erosion Control.

Standard Condition GEO-3 (NPDES Permit Conformance): As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Public Works Department review. The SWPPP shall be made a part of the improvement plans (SWRCB NPDES General Permit CA000002).

E. Greenhouse Gas Emissions

Impact GHG-1: Operation of the proposed project would generate GHG emissions resulting in a cumulatively considerable contribution to global climate change.

Mitigation Measures:

MM GHG-1.1: The following mitigation measure would reduce GHG operational emissions to a less than significant level:

- The applicant shall develop a GHG reduction plan that includes the proper elements that would reduce emissions from project implementation and demonstrate that GHG emission from the project would be reduced by a sufficient amount to achieve the 2020 or 2030 standard, based on when the project would become operational. Elements of this plan may include, but would not be limited to, the following:
 - Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power;
 - Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;
 - Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the City;
 - Develop and implement a transportation demand management (TDM) program to reduce mobile GHG emissions.

F. Hydrology and Water Quality

Standard Condition HYD-1: In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures are included in the project to reduce construction-related water quality impacts to a less than significant level:

The following BMPs shall be implemented during project construction:

- Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities will be suspended during periods of high winds.
- All exposed or disturbed soil surfaces will be watered at least twice daily to control dust.
- Stockpiles of soil or other materials that can be blown by the wind will be watered or covered.
- All trucks hauling soil, sand, and other loose materials will be covered and all trucks will be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction site will be swept daily (with water sweepers).
- Vegetation in disturbed areas will be replanted as quickly as possible.

Standard Condition HYD-2: In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures shall be included in the project to reduce construction-related water quality impacts to a less than significant level:

- As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Land Development Engineering Divisions review. The SWPPP shall be made a part of the improvement plans. (SWRCB NPDES General Permit CA000002).

Standard Condition HYD-3: The Project Engineer shall provide a hydrology report demonstrating that post-development stormwater runoff peak flows discharged from the site do not exceed pre-project peak flows for the two (2) through 10-year storm events. Peak flow controls must also meet the flood control standards established by the Santa Clara County Drainage Manual.

G. Noise

Impact NOI-1: Project construction could result in excessive noise levels at nearby noise-sensitive receptors. **(Significant Impact)**

Mitigation Measures:

MM NOI-1.1: Develop a noise construction control plan including but not limited to the following construction best management control:

- Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);

- Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and
- Stationary noise sources shall be located as far from noise-sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- Where feasible, temporary power service from local utility companies should be used instead of portable generators.
- Locate cranes as far from noise-sensitive receptors as possible.
- During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
- Substitute nail guns for manual hammering, where feasible.
- Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of two pounds per square foot (e.g., such as 0.75-inch plywood).
- Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible.
- During interior construction, the exterior windows facing noise-sensitive receptors should be closed.
- During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.
- The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

MM NOI-1.2: A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine

specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA.

H. Transportation

Impact TRN-1: The Tennant Avenue and Condit Road intersection is projected to operate at an unacceptable level of service (LOS F) and have peak-hour traffic volume levels that warrant installation of a traffic signal during PM peak-hour. **(Significant Impact)**

Mitigation Measures:

MM TRN-1.1: Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant shall be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection shall be mitigated with payment of the traffic impact fee, as determined by City staff.

III. FINDING

The City of Morgan Hill Development Services Director hereby finds that the proposed project could have a significant effect on the environment; however, there would not be a significant effect in this case because mitigation measures summarized above and described in the Initial Study are included in the project.


 Jennifer Carman, Director
 Development Services Department
 City of Morgan Hill

6-24-2020

Date

Lillian Commons Medical Campus Project

File Numbers: GPA2019-0005, ZA2019-0016,
SD2019-0007 and EA2019-0023

Initial Study/Mitigated Negative Declaration

RESPONSES TO PUBLIC COMMENTS

September 2020

CEQA Lead Agency:



City of Morgan Hill

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Appendix A: IS Comment Letters

Appendix B: Queueing Analysis for On/Off Ramps to U.S. 101 at Tennant Avenue

SECTION 1 SUMMARY OF COMMENTS

The 30-day Initial Study/Mitigated Negative Declaration (IS/MND) public review period for the Lillian Commons Medical Campus project started June 29, 2020 and ended July 29, 2020. The following pages contain responses to comments submitted by agencies, organizations, and individuals during the IS/MND public review period. Copies of the comment letters are attached to this document.

In summary, the comments received on the Initial Study/MND did not raise any new issues about the project's environmental impacts, or provide information indicating the project would result in new environmental impacts or impacts substantially greater in severity than disclosed in the Initial Study/MND. CEQA does not require formal responses to comments on an Initial Study/MND, only that the lead agency consider the comments received [CEQA Guidelines §15074(b)] to determine whether a 'fair argument' has been made that the project could result in a significant impact on the environment to warrant preparation of an Environmental Impact Report (EIR), or whether any of the conditions identified in CEQA Guidelines §15073.5 are present to warrant substantial revision and recirculation of the MND. Upon review of the issues raised in the comments, the City has determined that no fair argument is present in the record to require an EIR and revision and recirculation of the MND is not required. Nevertheless, responses to the comments are included in this document to provide a complete environmental record.

The following pages contain a list of the agencies and persons that submitted comments on the Initial Study/MND and the City's responses to comments received on the Initial Study/MND. The specific comments have been excerpted from the letter and are presented as "Comment" with each response directly following ("Response"). Copies of the actual letter submitted to the City of Morgan Hill is attached to this document.

SECTION 2 LIST OF AGENCIES AND PERSONS COMMENTING ON THE IS/MND

Letter Number	Commenter	Date Received	Page Number
1	Caltrans	July 23, 2020	4
2	EMC Planning Group	July 14, 2020	5
3	County of Santa Clara Roads and Airports Department	August 20, 2020	12
4	Deborah Baker	July 13, 2020	13
5	Jeff Salem	July 27, 2020	14
6	Sheryl Schenkman	July 21, 2020	17
7	Robert Benich	June 29, 2020	20
8	Marianne Knight	July 30, 2020	20
9	Joe Baranowski	July 31, 2020	21
10	Robert Rodrigues	August 3, 2020	27

Attachment: Responses to Comments (2856 : Lillian Commons)

SECTION 3 RESPONSES TO COMMENTS ON THE IS/MND

This memo responds to comments on the Initial Study/MND as they relate to the potential environmental impacts of the project under CEQA. Numbered responses correspond to comments in each comment letter. Copies of the comment letters are attached.

1. RESPONSE TO COMMENT LETTER 1 FROM CALTRANS, DATED JULY 23, 2020.

Comment 1.1: The project applicant shall perform a queuing analysis for the on/off ramps in both directions at US-101/Tennant Avenue and US-101/Dunne Avenue, which are the nearest ramp terminal intersections to the project site. Vehicle queues due to the project added traffic shall be accommodated within the ramps and mainline freeway traffic shall not be impacted. If the project generates impact(s) on ramp operations, the impact(s) shall be mitigated or fair share fees shall be allocated for mitigation.

Response 1.1: The City and its traffic consultant, Hexagon Transportation Consultants, Inc., did not complete a ramp queueing analysis for the Lillian Commons project. Due to the current effects of COVID-19, Hexagon was unable to complete a field observation of the queues; instead, Hexagon developed a rough projection of queues based on the traffic volumes used in the study. The analysis indicates that project traffic will not lengthen the projected 15-minute interval queue lengths at either of the subject Tennant Avenue ramps under near-term conditions. Short vehicle queues, less than five vehicles, currently occur at the ramps; however, the queues dissipate during the 15-minute intervals because the demand volume is less than the service rate of the freeway ramp meters. The projected queues on the metered northbound loop on-ramp can be accommodated entirely on the ramp. The analysis also indicates that the queues on each of the U.S. 101 off-ramps to Tennant Avenue are projected to be accommodated entirely on the ramps and will not extend back and disrupt the freeway mainline. A copy of the analysis is attached as Appendix B to this document.

Comment 1.2: Please ensure that no water from the project site drains into the State Highway Drainage facilities, including the highway slope ditch along the highway off-ramp.

Response 1.2: Grading and drainage plans will be required to be submitted upon submittal of a Site Review and Design Review application; such plans will be subject to the City's drainage standards.

Comment 1.3: As the Lead Agency, the City of Morgan Hill is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Response 1.3: This comment is noted. The comment does not refer to any specific CEQA issues or inadequacies of the IS/MND. The comment will be taken into account by City staff.

Comment 1.4: Please be advised that any permanent work or temporary traffic control that encroaches onto the Right of Way (ROW) requires a Caltrans-issued encroachment permit. If any

Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement.

Response 1.4: This comment is noted. The comment does not refer to any specific CEQA/NEPA issues or inadequacies of the IS/MND. The comment will be taken into account by City staff.

2. RESPONSE TO COMMENT LETTER 2 FROM EMC PLANNING GROUP, DATED JULY 14, 2020.

Comment 2.1: In Section 3.3.3 Site Access, Circulation, and Parking, there is mention of the two driveways to Barrett Avenue being limited to emergency vehicle access only. The applicant understands the City would like the driveways to be emergency access only, but the applicant never agreed to this change. Nevertheless, this change is presented as though it is proposed by the applicant in the project description. In the response to the comments letter to the City, after review of the project, it was the intent of the applicant that this ‘emergency access only’ driveway issue be discussed with the Planning Commission and City Council. The applicant has not agreed to the change and feels full access drives onto Barrett Avenue are necessary to provide sufficient site access and adequate circulation and that both driveways meet the intent of General Plan policies as stated below:

Policy CNF-8.2: Design Features. Encourage design features and amenities in new development and redevelopment, including but not limited to: Highly connected street layouts, supporting multiple paths of travel for all modes.

Policy CNF-11.5: Outside Connections. Require new subdivisions to provide multiple connections to the surrounding community. Methods to achieve this may include:

- Providing multiple points of entry into the project for motorists; bicyclists and pedestrians;
- Extending the existing street pattern at the edges of the subdivision into the site. Extended streets should match the type and scale of the streets to which they connect;
- Installing landscaping and street improvements at the edge of the subdivision that appear as common amenities shared with adjacent neighborhood;
- Minimizing the use of gates, fences and walls that separate the subdivision from the surrounding community; and
- Planning for future connections to adjacent undeveloped property.

Policy CNF-12.2: Well-connected Neighborhood Centers. Provide for safe and convenient pedestrian and bicycle connections as well as transit access to support existing neighborhood

centers, including shopping centers, medical office, sports fields, and the Centennial Recreation Center.

If both driveways are limited to emergency access only, an additional right-in / right-out driveway added to Juan Hernandez Drive is necessary. This would not provide the ideal traffic circulation and does not meet the intent of the City policies cited above, but could alleviate departure congestion at the main driveway.

Though we see where the City Engineer may have concerns about the traffic interaction with the Barrett Avenue Elementary School, these two access drives should remain open to Barrett Avenue to allow for neighborhood connectivity. Perhaps the driveways could be signed during school hours and for school events to limit the use of the driveways.

The applicant has been working with the school and school district to craft a circulation, parking, and access safety plan for this area along Barrett Avenue adjacent to the elementary school. The applicant would like to have the opportunity to discuss this driveway configuration at public hearings to get feedback from the Planning Commission, City Council, and the neighborhood, and not have the City or environmental document assume that the two driveways on Barrett Avenue will be emergency access only and that the applicant agrees with that direction. Please remove this from the IS/MND as an assumed part of the project description provided by the applicant.

Response 2.1: In addition to analyzing project operations under the assumption that Barrett Avenue would be used strictly as an emergency access street, the Transportation Impact Analysis (TIA) included an alternative evaluation in the case that site access is provided via all four proposed driveways. The analysis showed that project traffic utilizing the Barrett Avenue driveways would experience short delays during the adjacent school's peak 15-minute period, as students are dropped-off at the school across from the project site. Outside of the school's peak 15-minute period, traffic conditions and access along Barrett Avenue would be adequate. Traffic conditions at all study facilities outside of the immediate project site area would not be affected if access to the project site is provided via Barrett Avenue. Traffic impacts would not be considered significant if Barrett Avenue was emergency access or if site access was provided through Barrett Avenue.

It is noted that the applicant plans to work with the school, school district, Planning Commission, City Council, and neighborhood to discuss and finalize the driveway design. However, the City recommends adding a condition to the list of Standard Conditions for the proposed project limiting access onto Barrett Avenue to emergency vehicle access only due to safety concerns and conflicts with automotive and pedestrian traffic to and from Barrett Elementary. Refer to Section 4: Text Amendments for changes to the IS clarifying and discussing both scenarios for Barrett Avenue.

Comment 2.2: Construction phasing is planned in three phases, which for this project is described by Parcel development, as: Parcel D (existing medical), Parcels B & C (commercial and residential) and Parcel A (hospital). The IS Project Description states that the project would begin with Parcels B & D, followed by Parcel C then Parcel A.

It is likely Parcel B, the commercial Retail/Restaurant development, will be built along with or just after the Parcel C, residential, since the commercial development would be supported by the several years as a result of having to implement state regulations for hospitals. Though phasing will likely be market driven, the Project Description within the Initial Study is not consistent with the applicant's phasing plan.

Response 2.2: It is noted that construction is anticipated to be completed in order of the following three phases: Parcel D, Parcels B and C, and Parcel A. This will be edited; refer to Section 4: Text Amendments.

The change in the order of the phases could potentially result in a change in the results of the construction Health Risk Assessment that was completed as part of Illingworth & Rodkin's Air Quality Assessment. However, mitigation measure MM AIR-3.1 would suffice in keeping air quality construction impacts at a less-than-significant level because it requires the use of construction equipment that meets U.S. EPA Tier 4 particulate matter emissions standards, which reduces diesel particulate matter exhaust emissions. The conclusions and mitigation in the IS would remain the same for air quality impacts.

The change would have negligible effects on the noise analysis, since Illingworth & Rodkin assumes no attenuation from intervening buildings in their construction noise assessments. The conclusions and mitigation in the IS would remain the same for noise impacts.

Comment 2.3: Discussion of the transportation facilities, based on the Transportation Impact Analysis, includes the relocation of the existing driveway in the southeast corner of the project site.

Impact TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). (Less than Significant Impact)

It appears as part of the direction to the transportation consultant in preparation of the Initial Study, the City Staff is recommending driveway 1 to be relocated to align with St. James Drive. Why is this the first time the applicant and its consultants have been made aware of the request from the City Public Works Department? Nothing about this was mentioned during plan review. Relocating driveway 1 would cause undue burden on the developer and on streets in the surrounding neighborhood. Driveway 1 is described as "the existing driveway that provides access to the current uses on the site." Relocating this driveway, which is within 10 feet of meeting the City's driveway separation requirements and is considered a less than significant impact in the traffic report, would cause impacts to the project as a whole. If this driveway were to be relocated to align with St. James Drive, it could encourage cut through traffic within the adjacent residential neighborhood. Relocating the driveway would cause many issues for the developer and the surrounding neighborhood, including:

1. Existing driveway provides access to existing medical buildings and has done so for many years. The property located to the south of this parcel could benefit from joint use of the driveway. Relocating the driveway removes this potential;

2. Cause possible cut through traffic for the adjacent residential neighborhood with vehicle headlights creating glare at adjacent homes;
3. Affect pedestrian circulation by creating more traffic through the middle of the non-residential portion of the project;
4. Force circuitous access to the parking area at the southeast corner of the project and to the proposed parking structure;
5. Cause loss of building square footage and parking due to redesign to meet City street design standards;
6. Jeopardize the existing patient drop-off / pick-up lane, which requires passenger side exit;
7. Force relocating utilities (light pole at Juan Hernandez Drive and other utilities under the existing driveway); and
8. Disrupt existing medical facility function during driveway construction.

Response 2.3: As expressed in the comment, the applicant proposes to keep driveway 1 at its existing location, and the City staff recommends adding a condition to the list of Standard Conditions to the project to relocate the driveway to the north and aligning it with St. James Drive due to conflicts with Juan Hernandez Drive and St. James Drive. A final decision will be made by the City Council after receiving input from the applicant, City staff, and recommendation from the Planning Commission.

The TIA included evaluations of both scenarios. If driveway 1 remains as is, a queue length of no greater than one vehicle is projected at the left-turn pockets to the site and St. James Drive. There would be adequate storage for left-turning vehicles. However, as traffic volumes along Juan Hernandez Drive increase, left-turns in and out of driveway 1 and St. James Drive would experience longer delays, affecting queue lengths at both locations. This would not result in a significant impact, but could create occasional conflicts.

The TIA determined that aligning driveway 1 with St. James Drive would continue to provide left-turn access and would concentrate all movements to a single location, thereby reducing conflicting turn movements. An alternative option to realigning Driveway 1 is to restrict Driveway 1 access to right-in and right-out only turn movements. Refer to Section 4: Text Amendments for changes to the IS.

Comment 2.4: Section 3.3.5, Landscaping and Trees, indicates all 16 trees on the site would be removed.

Mitigation Measure MM BIO-5.2 states:

The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. Any trees to be removed shall require replacement at a two-to-one ratio on a comparable ratio of size. The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City.

The applicant is not clear about the replacement policy listed in MM BIO-5.2. The applicant understands that some tree removal will take place as part of the development and will apply for tree removal permits as necessary. Given the number of trees to be removed, replacing at a two-to-one

ratio is achievable. However, replacement at a comparable size is not good landscape practice, if that is what is meant by comparable ratio of size. The survival rate of smaller caliper trees is greater than large caliper trees. The goal of replacing lost trees would be better met by the planting of two to four inch caliper trees at a higher ratio than two-to-one. We'd ask that mitigation measure BIO-5.2 be amended to provide for this option.

Response 2.4: The requirement for replacing trees at a comparable size came from City Ordinance Section 12.32.140, which focuses on removing or trimming trees without a permit. Since the applicant will obtain a tree removal permit prior to tree removal and project construction, Mitigation Measure BIO-5.2 will be revised to allow for the project's proposed mitigation, and to be consistent with City Ordinance Section 12.32.030, which states that developments which have been reviewed and approved by the Planning Commission or Community Development Director and the tree removal conforms with the landscape plans of those developments. Refer to Section 4: Text Amendments.

Comment 2.5: Though no explanation is given for the derivation of the 660 MT CO₂e bright line threshold referenced in the IS, it is assumed it is scaled down from Bay Area Air Quality Management District's (BAAQMD) 2020 bright line threshold. BAAQMD does not recommend scaling down its AB-32 based thresholds of significance for 2020 for subsequent years to derive annual progress thresholds for meeting the SB 32 target for 2030. Unless the IS is amended to provide substantial evidence for an applicable post-2020 bright line threshold (e.g. a new GHG emissions gap analysis for emissions within the air basin is prepared), there is no basis for determining the project's GHG impact to be significant with regard to a bright line threshold. The IS does not provide any discussion of the methodology for deriving the 2.8 MT CO₂e service population threshold for 2030 used in the document. Nevertheless, the IS finds that project emissions are below the service population threshold. Given this fact and the fact that the bright line threshold used in the IS is not based on substantial evidence, there is no basis for determining that the project GHG impact is significant. Therefore, the IS discussion should be revised and mitigation measure GHG-1.1 should be deleted.

Note that the 2025 service population project for the project is listed at 2.56 MT CO₂e on page 73, but referenced in Table 4.8-1 as 2.65 – this discrepancy should be clarified. Also note that the IS does not identify a progress threshold for 2025. Yet in Table 4.8-1, year 2025 emissions for the project are compared to the 2030 threshold only. This leads a reader to falsely assume that the 2025 project emissions of 2.65 MT CO₂e are closer to the threshold of 2.8 MT CO₂e than is valid – a progress threshold for 2025 would be higher than 2.8 MT CO₂e and the project's 2025 emissions would be substantially below that threshold.

Response 2.5: In 2010, the BAAQMD put forth thresholds for public agencies in the Bay Area to use in evaluating the GHG emissions of projects subject to CEQA. GHG emissions are acknowledged to be a cumulative impact, i.e. no individual project would have GHG emissions sufficient to cause an impact alone, the question is always whether a project's emissions constitute a cumulatively considerable contribution to the cumulative impacts from GHG emissions throughout the Bay Area (and rest of California and the world at large). Case law has established that 'cumulatively considerable' does not mean 'one molecule', and lead

agencies have discretion to determine what level of emissions would be cumulatively considerable, based on substantial evidence.

The BAAQMD's 2010 CEQA Air Quality Guidelines recommended a GHG threshold of 1,100 metric tons (MT) or 4.6 MT per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Since the project would be constructed post-2020, a threshold that addresses a future target is appropriate. Although BAAQMD has not yet published a quantified threshold for 2030, neither has BAAQMD issued any official guidance discouraging use of an adjusted bright-line threshold, and a lead agency has discretion under CEQA to select an appropriate threshold for a given project, based on substantial evidence. According to the City of Morgan Hill's General Plan Environmental Impact Report (EIR), the City's 2035 GHG estimated efficiency target is 3.3 MT CO₂e/year/service population based on the GHG reduction goals set forth by Executive Order B-30-15 and Executive Order S-03-05. The City's 2050 GHG target is 1.3 MT CO₂e/year/service population in accordance with the long-term GHG reduction goals of Executive Order S-03-05.

The Air Quality report used an efficiency metric of 2.8 MT CO₂e/year/service population and a bright-line threshold of 660 MT CO₂e/year based on the GHG reduction goals of SB 32, which set a target to reduce statewide GHG emissions to 40% below 1990 levels by 2030, as an interim step to ultimately achieve an 80% reduction by 2050. There is no target established by SB 32 for 2025. The legislation and Scoping Plan are focused on statewide emissions in 2030.

In setting the 'bright-line' GHG significance threshold of 1,100 MT CO₂e/year for projects operational in the year 2020, BAAQMD indicated that new land use development with emissions below 1,100 MT CO₂e/year would result in less than cumulatively considerable amounts of GHG, and not be subject to mitigation measures. Those that exceeded 1,100 MT would be required to mitigate below 1,100 MT to ensure they met their fair share of the emission reductions needed to address the cumulative environmental impact from GHG emissions.

BAAQMD determined the mass emissions threshold of 1,100 MT of CO₂e/yr for the year 2020 would result in approximately 59 percent of all projects within the Bay Area between 2010 and 2020 being above the significance threshold (e.g., this is approximately the operational GHG emissions that would be associated with a 60 residential unit subdivision) and must implement feasible mitigation measures to meet CEQA requirements. These projects were expected to account for approximately 92 percent of all GHG emissions anticipated to occur between 2010 and 2020 from new land use development in the Bay Area.

It follows, then, that reducing by 40 percent the 1,100 MT CO₂e/year threshold as to what amount of GHG emissions is cumulatively considerable to 660 MT CO₂e/year, consistent with SB 32's 40 percent reduction from AB 32, will capture an even larger percentage of development throughout the Bay Area, which will capture an even higher percentage of GHG emissions from new development than the approximately 92 percent that was subject to the 2020-based threshold. This means that more projects in the City are subject to mitigation (i.e.

smaller projects with emissions between 660 and 1,100 MT that were previously not subject prior to 2020 to achieve AB 32 would now be required to mitigate to a level 40 percent below the 2020 threshold), and those larger projects that were subject to the 1,100 MT threshold for 2020 must now mitigate an additional 40 percent beyond what emission reduction would have been required prior to 2020. In using an adjusted bright-line threshold of 660 MT CO_{2e}/year for 2030 development, the City is both capturing an expanded group of projects that are subject to mitigation, and increasing the amount of mitigation required of projects compared to the 2020 bright-line threshold, thereby ensuring they met their fair share of the emission reductions needed to address the cumulative environmental impact from GHG emissions.

For these reasons, the use of a ‘substantial progress’ threshold of 660 MT CO_{2e}/year for 2030 is appropriate given it is derived from the 2020 threshold and adjusted to reflect the goals of SB 32, and CEQA provides broad discretion for the City as lead agency to determine what amount of GHG emissions are cumulatively considerable, absent the availability of an updated recommended threshold from BAAQMD. Additionally, the project’s GHG emissions align with the analysis and conclusions set forth by the City of Morgan Hill’s General Plan EIR.

The per capita significance threshold metric of 2.8 was calculated for 2030 based on the 40 percent reduction target from the 1990 GHG emissions inventory and the projected 2030 statewide population and employment levels.

The correct number for the GHG emissions per service population is 2.65, not 2.56, MT CO_{2e}. Given the project would not exceed the 2030 service population target, the project would not require mitigation to be consistent with statewide SB 32 targets. This typo will be revised; refer to Section 4: Text Amendments.

Comment 2.6: If and only if the Initial Study is amended to provide substantial evidence for a finding of significant impact with regard to a GHG bright line threshold as described above, would mitigation measure GHG-1.1 possibly apply.

Mitigation measure GHG-1.1 is too restrictive with regards to the locational “preference” criteria from which the applicant should purchase carbon offsets. Availability and cost of offsets can be strongly influenced by the offset project type and location. Clearly, it is highly unlikely that one or more offset project exists within the city. Offsets created by offset projects in the Bay Area (if any) and California are less plentiful and often more expensive than those created outside the state. Further, since climate impacts are global, the applicant should not be constrained from purchasing offsets that are derived from international projects, provided the offsets are verified and registered through a CARB approved registry. Provided the City does not render the applicant’s GHG reduction plan inadequate based solely on source of offsets, the mitigation is acceptable.

Response 2.6: The use of the GHG bright line threshold of 660 MT CO_{2e} was explained and clarified under Response 2.5. However, the commenter is correct that mitigation measure GHG-1.1 is not necessary for the Lillian Commons project. In order for a project to have a significant impact, the project must exceed both the bright-line threshold and the service

population significance threshold. Since the project only exceeds the bright-line threshold, its impact would be less than significant, given the project would be emitting GHG on a per resident and employee basis at levels consistent with SB 32 for the year 2030. Therefore, impact GHG-1 will be revised to state project emissions are less than significant, and mitigation measure GHG-1.1 will be deleted from the IS. Refer to Section 4: Text Amendments.

Comment 2.7: The mitigation is unclear as to how the traffic impact fee charged to the applicant will be derived (traffic impact fee “as determined by City staff”). Since the impact to the subject intersection is significant under cumulative conditions without the project, the proposed project is not responsible for generating the impact. However, the project would worsen the cumulative impact. Therefore, the applicant must pay a fee that mitigates the project contribution to the cumulative impact.

The City’s most recent fee schedule is dated January 15, 2020. The applicant should only be responsible for paying the traffic impact fees as described in that fee schedule based on the project description. No other traffic impact fees “as determined by City staff” appear to be warranted. If this is not the case, the applicant must be made aware prior to the Planning Commission hearing whether City staff is being given discretion to charge other traffic impact fees.

Response 2.7: The current traffic impact fee schedule is dated January 15, 2020 and is updated annually. The applicant would be responsible for paying the traffic impact fee from the year the project becomes operational.

3. RESPONSE TO COMMENT LETTER 3 FROM COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT, DATED AUGUST 20, 2020.

Comment 3.1: The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Notice of Intent to adopt a mitigated negative declaration for the Lillian Commons Medical Campus, and is submitting the following comments:

- Under GP 2035 mitigation at Tennant and Condit, the decision to install a traffic signal should not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant should be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection would be mitigated with payment of the traffic impact fee, as determined by City staff.
- Please coordinate with County for the proposed signal installation at Tennant and Condit.

Response 3.1: Mitigation Measure TRN-1.1 states the following:

“Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant shall be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection shall be mitigated with payment of the traffic impact fee, as determined by City staff.”

Therefore, the mitigation measure in the IS is consistent with the County's comments.

4. RESPONSE TO COMMENT LETTER 4 FROM DEBORAH BAKER, DATED JULY 13, 2020.

Comment 4.1: I am a long-term resident of Morgan Hill. I have lived here since 1990. I currently have owned my house for 15 years and I live next to Barrett Elementary School. I have some concerns regarding the Lillian Commons project cited for development directly across the street from my home. My first concern is the building of new housing (high-density apartments) across from St. John Ave. and Barrett Ave. The addition of new housing and the projected extension of St. John Ave. drawn on the architectural plans will cause an additional and possibly excessive amount of new traffic flowing onto Barrett Ave. Currently Barrett elementary school, when in regular session, has considerable traffic congestion from families parking cars to drop off (7:45am) and pickup (1:50pm) children every day from August to June. By adding new apartment residences through the "new" St. John extension will add to higher traffic and congestion on Barret Ave.

Response 4.1: A Transportation Impact Analysis (TIA) was prepared for the project to address the potential increase in traffic as a result of project implementation. The TIA included evaluations for two scenarios regarding Barrett Avenue: one scenario in which Barrett Avenue remains open to project traffic through full-access driveways, and one scenario in which Barrett Avenue would be used as an emergency access with driveways only available to emergency vehicles needing to access the site using this street.

If Barrett Avenue remained open with project driveways accessible at all times for all vehicles, the project traffic utilizing Barrett Avenue would experience short delays during the school's peak 15-minute period. Outside of the school's peak 15-minute period, traffic conditions and access along Barrett Avenue would be adequate. Traffic conditions at all study facilities outside of the immediate project site area would not be affected if access to the project site is provided via Barrett Avenue. If Barrett Avenue was used only by emergency vehicles utilizing an emergency access driveway, no additional traffic would be added to Barrett Avenue since a limited amount of cars would be using it.

As discussed in *Section 4.17 Transportation* of the IS, traffic impacts resulting from the proposed project would be less than significant in either scenario.

Comment 4.2: A second concern is the addition of shopping, eating and possibly a bar in close proximity to an elementary school. Many students walk to school down Juan Hernandez and use the four-way crosswalk for crossing into the school grounds. Students located in the neighborhood off Juan Hernandez, and walking to school, potentially could be harmed by the additional number of cars coming and going out of the "new" shopping area as well as driving down Barrett and running through the four-way stop (there are no stop lights here). This is a neighborhood with high pedestrian traffic and many parents park and walk their students across Barrett to get to the school grounds. Adding more cars by building more apartments and shopping areas will turn both Barrett Ave and Juan Hernandez into busy city-like streets.

Response 4.2: Impacts to pedestrian facilities are discussed in *Section 4.17 Transportation* of the IS. Although the project would generate new pedestrian traffic, improvements such as additional sidewalks connecting the project to existing sidewalks on Barrett Avenue would allow for continuous, safe access between the project site and Barrett Elementary School. As discussed in the IS, impacts to pedestrian, bicycle, and transit facilities from the proposed project were found to be less than significant.

Furthermore, the TIA projected that since Driveways 2, 3, and 4 would serve the residential areas of the project, project traffic at these driveways would be minimal. The TIA estimated that approximately three inbound and eight outbound trips during the AM peak-hour, and eight inbound and six outbound trips during the PM peak-hour, would utilize Driveways 3 and 4 combined. This represents a total of 11 AM peak-hour and 14 PM peak-hour new trips along Barrett Drive. Project trips at Driveway 1 are anticipated to remain unchanged. With these minimal increases to AM and PM peak-hour traffic, impacts to Barrett Avenue are considered to be less-than-significant.

5. RESPONSE TO COMMENT LETTER 5 FROM JEFF SALEM, DATED JULY 27, 2020.

Comment 5.1: Regarding Air Quality Standard Condition AIR-1:

Who enforces exposed surface area being watered twice a day? Will there be scheduled times each work day? Does that include weekend?

Where does the publicly visible sign with telephone number for POC of Lead Agency regarding dust complaints get posted?

Response 5.1: The measures described in Standard Condition AIR-1 would be enforced by the City and the Project Contractor, consistent with City policies and the Municipal Code. Exposed surfaces would be watered once in the morning and once in the afternoon every day of construction. Consistent with the Municipal Code requirements, project construction would take place between 7:00 AM and 8:00 PM Monday through Friday, and 9:00 AM to 6:00 PM on Saturday. Construction is prohibited on Sundays and federal holidays.

The sign for dust complaints would be visibly posted on the fence around the perimeter of the construction site.

Comment 5.2: Regarding Transportation Impacts

The following mitigation measure shall be implemented by the proposed project to reduce impacts to a less-than-significant level.

MM TRN-1.1: Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant shall be

subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection shall be mitigated with payment of the traffic impact fee, as determined by City staff.

Is this for a traffic signal at the intersection of Barrett and Juan Hernandez Drive?

Who is responsible for the traffic signal cost and construction? Developer or City of MH?

Will there be a dedicated construction entrance and exit for construction vehicles, contractors, and construction supply trucks/vehicles that is away from the existing neighborhoods as to not obstruct everyday neighborhood access routes, streets, and parking and/or cause traffic delays? If so is there a map of this/these construction entrances and exits?

Will the street(s) Juan Hernandez Dr. or Barrett Ave. need to be widened for thru and turn lanes? If so will the existing residents with homes on either Juan Hernandez Dr. or Barrett lose street parking in front of their homes? If so what address will be affected?

Will the Juan Hernandez Dr. Barrett Elementary School student drop off driveway entrance and exit be impacted and/or modified as result of this project being approved? It is already bad enough during school hours that vehicles stop/park in the middle of Juan Hernandez Dr. trying to get in or out of an already highly congested school student driveway drop-off and pickup. Often during school hours the front of my house at 16313 Juan Hernandez Dr. which is three homes to the North of the Barrett / Juan Hernandez Intersection is blocked with vehicles during school drop off and pickup hours of the day.

Will the Barrett Ave. Barrett Elementary School teacher and Bus parking lot and driveway entrance's and exit's be impacted and/or modified as a result of this project being approved? It is already bad enough during school hours that vehicles stop/park on Barrett Ave. on the east side and west sides of the Juan Hernandez Dr. / Barret Ave. intersection trying to drop off or pick up their students. Again, often during school hours these described locations are lined with vehicles causing vehicle and foot traffic congestion at the described intersection.

Response 5.2: Mitigation measure TRN-1.1 refers to the traffic signal at Tennant Avenue and Condit Road. This mitigation is required because the intersection is projected to operate at an unacceptable level of service (LOS F) that warrants the installation of a signal.

The applicant/developer would be responsible for the payment of a traffic impact fee, and the City of Morgan Hill would be responsible for the collection of fees and the ultimate construction.

At this time, the exact location of the entrance/exit for construction vehicles has not been determined, thus no map is available. This will be finalized prior to the start of construction with City approval. The City will take this comment into consideration.

Juan Hernandez Drive and Barrett Avenue are not planned to be widened as part of the proposed project, and so no loss of on-street parking would occur.

The student drop-off entrance located on Juan Hernandez will not be altered or impacted as a result of the project, nor will the teacher and bus parking lot and driveway entrances and exits.

Comment 5.3: We are all in favor of medical expansion of Morgan Hill. A 55 bed hospital does not seem to be very large as compared to the proposed 200 unit high density apartment complex's and commercial retail being proposed. Seems like a very unbalanced use of the land. That many apartment units with more than likely twice the number of tenants and vehicles vs. the number hospital beds/rooms will cause a lot of foot and vehicle traffic close to the existing neighborhoods and elementary school campus.

Why doesn't the proposed parcel that is trying to be re-zoned for housing be used for single family home lots to better blend in with the existing housing tracks already established.

If a 24/7 Emergency room or Urgent care operation goes into place that will bring in a lot of 24/7 traffic and ambulance / emergency vehicle (siren) noise to the surrounding neighborhoods. Will any additional sound barriers / proofing such as sound walls be constructed to help cut down on the noise pollution? As it is already the senior living center located at the intersection of Barrett Ave. and Butterfield Blvd. has siren Emergency vehicles of at least one per day or every other day on the average. Sometimes multiple times per day. The emergency vehicles can be heard all hours of the day/night which causes a lot of noise pollution already. The addition of a 24/7 Emergency room or an Urgent Care center will increase that noise pollution severely on a regular basis. Has there been an impact study or assessment written to having multiple establishments close in proximity only a mile or less apart from each other with the same type of noise traffic?

This proposed multi zoned lot with four separate parcels, one for high density housing (Apartments), Commercial (Retail and/or Parking Garage) and Industrial (Hospital/Medical Center) on slightly less than 20 acres appears to be very congested for the diverse amount of development that would transpire with the currently proposed Lillian Commons Project. The surrounding neighborhood(s) are mostly comprised of single families homes about 90% with some duplex's and rental properties sprinkled in and an elementary school. The Lillian Commons project doesn't seem to fit in with the existing developed properties. It is more suited to a city or downtown setting instead of a single family/elementary school setting.

As neighboring home owner, we are not in favor of four multi use parcel zoning on a ~20 acre property. If this project is to move forward as is the developer should have to develop the medical parcel first, retail/commercial parking structure second and third. Apartments last. That way the city and existing surrounding home owners know the land owner and developer are committed to bringing in medical to Morgan Hill. We attended the Planning Commission meeting in early February 2020 before the COVID shutdown and listened to the land owner's pitch for wanting better medical in Morgan Hill. We also listened to the developer's pitch that the apartments and other money revenue parcels would be developed first, no guarantee the medical will ever get developed. Is there a time limitation as to when each parcel's development has to be completed upon approval of the proposed Lillian Commons project?

We truly believe the land owner and developer want to re-zone for the four proposed parcel types so they can sell each one off individually for personal economic gain without any consideration for the existing neighborhoods or the homeowners.

We are original property owners. Bought our house in 1999 and have been residents of Morgan Hill ever since and still occupy the property as our primary residence. If the Lillian Commons Project is to move forward as proposed with a high density apartment complexes, retail, parking structure, and hospital increasing both vehicle and foot traffic and eliminating our open space and obstructing our views to the South East of our property we will sell the property and move out of Morgan Hill.

The proposed project will bring way too much congestion to this part of Morgan Hill where families reside and Elementary school children, parents and teachers already add to the neighborhood vehicle and foot traffic. Being an eyewitness to the school traffic as it is already, we're surprised that more accidents haven't already occurred with Barrett Elementary school participants not following traffic and parking rules as they currently exist. It will only get worse to an already overcrowded uncontrolled area. A traffic signal won't solve the problem that exists today, or one would have already been put in place.

Response 5.3: As discussed in the IS/MND, the hospital would not be an emergency type hospital; rather, it would provide general healthcare services and would not require a frequent use of ambulances, including late night or early morning activity. Therefore, the noise assessment determined that there would not be a significant increase in noise levels while the project is operational.

The opinion of the commenters as to whether the rezoning should be approved is acknowledged. The project's traffic effects have been studied in accordance with City methodologies and the project has been conditioned to conform to City level of service standards. The comment does not refer to any specific CEQA issues or inadequacies of the IS/MND. The comment will be considered by decision makers as part of the public record.

6. RESPONSE TO COMMENT LETTER 6 FROM SHERYL SCHENKMAN, DATED JULY 21, 2020.

Comment 6.1: Do not subdivide and rezone the property.

- Honor the existing Morgan Hill Plan. The property is not zoned for housing and despite the Morgan Hill community plan I see very undesirable dense housing on ½ the lot and it provides insufficient parking for the apartments it plans to have that will result in parking problems.
- Juan Hernandez is already used as overflow parking for residents in the area and for families picking up and dropping off children at Barrett Elementary. These planned apartments with insufficient parking will create a huge parking problem.
- This property needs to be saved for what is in the Morgan Hill Plan.

Response 6.1: The opinion of the commenters as to whether the rezoning should be approved is acknowledged. The issue of parking is a planning matter, and parking stalls are not environmental resources to be protected under CEQA. The adequacy of the proposed parking will be addressed separately in the staff report. The comment does not refer to any specific CEQA issues or inadequacies of the IS/MND. The comment will be considered by decision makers as part of the public record.

Comment 6.2: Cancer data uses false information.

- Children live and go to school in the impacted area noted on the map, and will be in the area nearly 100% of the time.
- The data is projecting a person is only impacted for about 75% of the time. This is false, especially with our most vulnerable school children.

Response 6.2: The cancer data uses correct information per BAAQMD requirements and did not assume people were impacted 75 percent of the time. The construction and operational project toxic air contaminant (TAC) sources were modeled with the appropriate averaging times and exposure duration as required by the BAAQMD guidance for cancer risk modeling. The increased cancer risk calculations for the residential receptors also accounted for the fact that a school is within the project area, so children living in the adjacent residences would attend the nearby school and be exposed to emissions for the entire duration, i.e. both while at home and at school.

It is not clear how the commenter's calculations for the 75 percent assumption were determined. The cancer risk calculations were based on a 30-year exposure period. Construction was modeled as occurring from 7 AM to 8 PM over approximately four years. Operational calculations were modeled for the generator running 24 hours for 365 days for 26 years.

Comment 6.3: Traffic hazards especially for school children.

- Small children walk on Barrett and Juan Hernandez to reach their school and the projected increase in traffic and danger it causes is unacceptable (200 trips increasing to 4100 trips).
- Honoring the zoning will eliminate the apartments and that traffic.
- The proposed hospital should mitigate the traffic dangers and use the driveway entrance from Tennant Avenue.

Response 6.3: The Transportation Impact Analysis prepared for the project found that two of the 19 study intersections (Monterey Road and Watsonville Road/Butterfield Boulevard, and Monterey Road and Tennant Avenue/Edmundson Avenue) operate at a level of service (LOS) D under existing conditions. Under background plus project conditions (existing traffic volumes plus traffic added by nearby approved projects plus project traffic), these two intersections would continue to operate at LOS D. The City of Morgan Hill requires intersections to meet a standard of LOS D. This standard is met by all study intersections under background plus project conditions.

Additionally, improvements would be made that would allow for continuous, safe access between the project site and Barrett Elementary School. These improvements include additional sidewalks connecting the project to existing sidewalks on Barrett Avenue would allow for continuous, safe access between the project site and Barrett Elementary School. As discussed in the IS, impacts to pedestrian, bicycle, and transit facilities from the proposed project were found to be less than significant. Furthermore, for clarification, the project would create 3,884 net new trips, not 4,100 as noted in the comment. The TIA analyzed traffic impacts for two scenarios regarding Barrett Avenue: one scenario in which Barrett Avenue would be used to access full service driveways open to all vehicles, and one scenario in which Barrett Avenue would be accessed by emergency vehicles using project driveways restricted solely to emergency vehicles.

If Barrett Avenue remained available to all project traffic, the project traffic utilizing Barrett Avenue would experience short delays during the school's peak 15-minute period. Outside of the school's peak 15-minute period, traffic conditions and access along Barrett Avenue would be adequate. Traffic conditions at all study facilities outside of the immediate project site area would not be affected if access to the project site is provided via Barrett Avenue.

If Barrett Avenue were used solely for emergency access, conditions would be safe for children and other pedestrians since cars would not be using the street regularly.

The opinion of the commenters as to whether the rezoning should be approved is acknowledged. The comment does not refer to any specific CEQA issues or inadequacies of the IS/MND. The comment will be considered by decision makers as part of the public record.

Comment 6.4: Saint James Place PUD is negatively impacted and should receive funds to reduce the negative impact. We will need to improve the existing wall/fence on Juan Hernandez to reduce the noise, cancer hazards, and lost parking.

Response 6.4: The Noise and Vibration Assessment completed for the project determined that the project would not cause a substantial permanent noise level increase along Juan Hernandez Drive. The existing noise level along Juan Hernandez is 67 dBA Ldn and is expected to increase by two dBA Ldn, which is considered less than significant, in that a two dBA increase is not perceptible. Additionally, the Air Quality Analysis found that cancer risks from construction and operation would be less-than-significant with mitigation measures and condition approvals. For these reasons, it is not necessary for the project to be required to improve the wall/fence along Juan Hernandez, as noise and health risk impacts are considered to be less-than-significant.

Comment 6.5: Parking permits need to be issued to residents living in the Saint James PUD, for parking on Juan Hernandez to avoid problems and reduce resentment for lowering our quality of life.

Response 6.5: The comment does not refer to any specific CEQA issues or inadequacies of the IS/MND. As noted above, the issue of parking is a planning matter, and parking stalls are not environmental resources to be protected under CEQA. The adequacy of the proposed

parking will be addressed separately in the staff report. The comment will be considered by decision makers as part of the public record.

Comment 6.6: Landscape buffer on Juan Hernandez is needed.

- Juan Hernandez needs the same landscape buffer that I see on Barrett.

Response 6.6: This comment is noted. The comment does not refer to any specific CEQA issues or inadequacies of the IS/MND. The comment will be considered by decision makers as part of the public record.

7. RESPONSE TO COMMENT LETTER 7 FROM ROBERT BENICH, DATED JUNE 29, 2020.

Comment 7.1: Finally, the City of Morgan Hill is on track to get a new modern hospital. This is a good location due to its proximity to the Tennant Avenue freeway exit. Not being on a contaminated building site is also a plus. I wholeheartedly support this project. The current DePaul Health Center can be rezoned, and the property used for a better use. The building itself may have to be demolished but that's OK. It has served its purpose and now it's the time to move on as our city population will soon increase to over 50,000 residents. I sincerely hope you can help guide this project to a speedy conclusion.

Response 7.1: This comment is noted. No additional response is required as the comment does not raise environmental issues or questions about the adequacy of the Initial Study.

8. RESPONSE TO COMMENT LETTER 8 FROM MARIANNE KNIGHT, DATED JULY 30, 2020.

Comment 8.1: YES! YES! YES! Please build this complex and make it happen sooner rather than later! We have lived in MH for 16 years and have spent the better part of that time driving up and down the San José and San Francisco Bay Areas going to doctors and hospitals. It is exhausting and doesn't provide a cohesive plan for the future. We long for the day, once again, when all the doctors who treated us were on the same hospital staff and were of the highest caliber in their specialty fields. Other communities have this luxury. We in Morgan Hill deserve the same. Its time has come.

As we age in place as 75 year old active citizens we have reluctantly considered leaving this beautiful community because of its limited access to competent hospital facilities and doctors. Yes, we have St. Louse but our few experiences there have shown us that it is available locally and pray each day that we stay healthy because the alternative is awful if you don't belong to Kaiser, which we don't. We have private Anthem PPO group policy with dental, so we are in exceptionally good care with insurance, if we only had a place to use it.

Please consider the growing community in all age groups. Morgan Hill, open our welcoming doors to young doctors wishing to make a professional life here, and possibly to move to our beautiful and diverse community. This facility with its state-of-the-art hospital, medical offices and limited housing is the perfect solution. PLEASE, PLEASE, PLEASE make it happen!

Response 8.1: This comment is noted. No additional response is required as the comment does not raise environmental issues or questions about the adequacy of the Initial Study.

9. RESPONSE TO COMMENT LETTER 9 FROM JOE BARANOWSKI, DATED JULY 31, 2020.

Comment 9.1: Pursuant to the Notice of Intent to Adopt A Mitigated Negative Declaration for the Lillian Commons Medical Campus Project (also referred to as Juan Hernandez – MH Medical Properties) this letter is to provide comments concerning the project and to advise that I have objections to the basis of determination set forth in the Initial Study (IS). The specific concerns and factual basis, as governed by the California Environmental Quality Act (CEQA) settled law is as follows:

Does the City of Morgan Hill, acting as Lead Agency believe that the CEQA process for this project, including the IS, should be conducted in a way to ensure transparency in decision making, encourage public participation, and promote public confidence which are among the stated purposes of CEQA?

Response 9.1: The question in this comment touches on the overarching goals of CEQA and does not raise specific environmental issues or questions about the adequacy of the Initial Study. No additional response is required.

Comment 9.2: The Planning and Conservation League (PCL) a strong advocate for CEQA notes that:

As with any law, CEQA can be improved to more effectively achieve its core purposes of environmental protection, public participation, and government agency accountability.

The PCL goes on to discuss known issues with CEQA including:

Currently, project proponents may pay for the consultants who prepare the EIRs, thus asserting control over what should be an impartial analysis. To promote unbiased reviews, project proponents could pay into a fund at a public agency and the agency could then contact the environmental reviewers preparing the EIR, thus reducing public concern about undue influence.

To promote transparency, there should be a mandatory waiver of confidentiality with all consultants and contractors who have performed studies for the applicant prior to this application.

Who paid for the Initial Study and how much to date?

Did the applicant assert control over the Initial Study? Do all of the assumptions, methods used, and conclusions of the IS represent an impartial and unbiased analysis?

Did the City of Morgan Hill receive or will they receive payments for managing, writing or otherwise participating in the Initial Study and if so, how much to date? Where will any such payments be allocated and what are the funds allowed to be used for?

Response 9.2: The CEQA consultant, under contract with the City of Morgan Hill, had no contact with the project applicant in preparing the Initial Study, nor any prior association with the project applicant. The City selected the CEQA consultant, oversaw the consultant's work, and in releasing the IS/MND, asserted that the document reflects the independent judgment and analysis of the City as lead agency. These questions do not raise any environmental issues; thus no further response is required.

Comment 9.3: Appendix E of the Initial Study, "Transportation Impact Analysis" ("TIA") was written by Hexagon Transportation Consultants, Inc ("Hexagon").

How much was Hexagon paid for their contributions of the Initial Study for this project?

What is the total amount of money that Hexagon has been paid, directly or through third-parties, for services provided to the City of Morgan Hill from the time period of January 1, 2018 to date?

Response 9.3: No response is required as the comment does not raise environmental issues or questions about the adequacy of the Initial Study. The consultant contract for this project is a public record available on file with the City, as are all prior and current consultant contracts.

Comment 9.4: Page ii of the TIA states that: 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. Trip generation estimates for each component of the proposed project are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) Trip Generation Manual, Tenth Edition, 2017.

Using ITE Trip Generation data for reasons described above, is both common and best practice around the world. In the 2018 IS for the Shoe Palace Expansion project, a 503,000 square foot warehouse and distribution facility with 64 truck docks, for which the city of Morgan Hill was the lead agency, Hexagon was also responsible for the TIA. In that case, Hexagon ignored best practice and based the project Trip Generation on the assumption that the massive facility with 64 truck docks will result in a daily number of truck trips of EIGHT. This was done despite receiving public comments from an experienced licensed Traffic Engineering expert that showed Hexagon's analysis was negligent. Hexagon also ignored California Department of Transportation concerns that the resulting project traffic would result in Cochrane Road / Highway 101 exchanges being backed up onto 101 mainline during peak hours.

Given residents of Morgan Hill are fully aware of Hexagon's 2018 TIA for the Shoe Palace Expansion Project which ignored common sense, best practice and professional standards why were they selected for this project? Why should the public have confidence in the TIA created for this IS?

Response 9.4: The commenter references a previous project that is not relevant to the current project. Those concerns were addressed in the Shoe Palace Expansion Project Responses to Comments memorandum, and this current comment assumes that the Lillian Commons TIA is inaccurate based on previous misunderstandings about Hexagon's reports.

The Lillian Commons TIA evaluated impacts following the standards required by the City of Morgan Hill and the Santa Clara Valley Transportation Authority, and the work was performed under the direction of the City's traffic engineering staff, according to City transportation policies for the evaluation of new development. The commenter mentions that trip generation rates from the ITE are common and best practice, which is what Hexagon used on this project. The trip generation rates for each component of the Lillian Commons project were based on calculations completed using the ITE trip generation rates.

Comment 9.5: Page 17 of the "TIA" says Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with manual turning-movement counts (conducted in February 2020) at intersections where counts were either unavailable or outdated (more than 2 years old).

There are a very substantial number of projects that have either been recently approved, are in the approval process, have started or even finished construction in Morgan Hill that individually and cumulatively will impact "existing" traffic conditions including peak-hour traffic volumes.

What specific "recently completed traffic studies" are being referred to above? What specific peak-hour traffic volumes have been included in the "existing" volumes from:

- a) Shoe Palace Expansion project?
- b) Morgan Hill Technology Center project?
- c) Evergreen Village Shopping Center?
- d) Sunsweet Mixed-Use project?
- e) Granada Hotel and Market Hall project?
- f) AU Energy (gasoline tanker truck terminal) project?
- g) Cochrane Commons Shopping Center Phase II project?
- h) Techcon project?
- i) Carpenter's Training Center project?
- j) Applied Motion Products project?
- k) Butterfield Technology Park project?
- l) Golden State Assembly Expansion project?
- m) City Ventures Monterey Gateway project?
- n) Braddock and Logan Morgan Hill Apartments project?
- o) Crossings at Watsonville Road project?
- p) Beacon MH Senior Apartments project?
- q) Crosswinds Half-Dividend project?

Response 9.5: The commenter incorrectly assumes that Hexagon's TIA included traffic volumes from other development projects. The TIA's existing traffic volumes did not include traffic associated with nearby projects, as those projects which are approved but not yet

constructed would not yet place new trips on surrounding roadways, only existing occupied uses would be reflected in current intersection counts. The traffic counts were obtained from the traffic studies completed for other projects.

Typically, traffic reports evaluate existing, existing plus project, and 2025/2030 without and with project scenarios. For projects that require a General Plan Amendment (GPA), such as the Lillian Commons project, the following scenarios are evaluated: existing, existing plus project, and General Plan Buildout without and with project GPA. Since the project requires a GPA, the traffic report looked at Year 2035 General Plan conditions, which include forecasted growth through 2035, which encompasses a much longer timeframe and amount of growth than represented by the list of projects noted in the comment. Relying on the list of projects provided in the comment would not serve to fully account for buildout conditions in 2035, and lead to an underestimation of future conditions. The traffic analysis did not need to include growth associated with specific approved or pending projects, because the forecasted growth takes those projects into account, in addition to planned future development included in buildout of the General Plan growth by the year 2035. Therefore, for a proper analysis of the Lillian Commons Project, which involves a General Plan Amendment, it would be inaccurate to include traffic volumes from specific projects, since this would not include enough of the planned growth over the next two decades.

Comment 9.6: CEQA requires that a project's impact on emergency services response times and public safety must be adequately analyzed. Just because CEQA does not shift any financial responsibility of providing adequate fire and emergency response services that may arise due to a project's impact from the City to the applicant, does not remove or reduce the requirement that the Initial Study must analyze response times and their impact on public safety. A concerned citizen reading the Initial Study should be able to understand the impacts the proposed project will have on emergency services in the area.

The Planning Department KNOWS this is an especially germane point for Morgan Hill residents in 2020.

During the January 24th, 2020 City Council Goal Setting Workshop, the Morgan Hill Chief presented a slide showing the following:

The Fire Chief commented on this slide saying:

Keep in mind that the reason we have a 7 minute 30 second timeframe is, when someone's not breathing their pulse is an apneic, right around the 8 minute mark is when you have brain tissue and brain deaths start to kick in, as well as that's when fires can start to propagate pretty significantly in a significant fire incident...

The Mayor of Morgan Hill suggested:

Jake, you might want to describe what apneic means.

And the answer was given:

Apneic, so pulseless, apneic means they're not breathing, so you have a member of the public, or even a visitor in the area that is pulseless and apneic, we need to get an engine company there prior to them going and having some brain tissue death, as there's a whole guiding spirit behind having that 7 minute 30 second response time.

Note that the response times on the slide are referenced to a 3 year study from 2016 to 2018. In 2019, a Standards of Coverage Assessment was completed, and the report released. On November 23, 2019 the following summary of that Coverage Assessment was presented in the "Engage Morgan Hill Public Safety" presentation. The document can be found here: <https://www.morgan-hill.ca.gov/DocumentCenter/View/35810/Public-Safety-Presentation-112319-vs-PDF>.

Standards of Coverage Assessment (slide 36):

- Completed November 2019 by Citygate Associates, LLC.
- Three-department assessment and study (Morgan Hill, Gilroy, and South Santa Clara County Fire District)

Highlights of the 31 findings and 7 recommendations that apply to Morgan Hill (slide 37)

- Not enough firefighters in the City to address a single serious incident (structure fire, multi-casualty incident or address multiple incidents)
- Morgan Hill is dependent on South Santa Clara County Fire District to provide an effective response force to achieve needed staffing at a single residential structure fire the City relies on other fire departments

Highlights of SOC (continued, slide 38):

- Traffic congestion affects response times in core areas of the City
- Need a third staffed fire station and the staffing and resources to meet current demand and generally accepted response time standards

Highlights of SOC (continued, slide 39)

- Average Unit travel times are 2-3 minutes slower than generally accepted standards
- The cooperative service model is the best alternative going forward for cost-effective delivery of fire services in South County

Additional Challenges (slide 40)

- Continued increase in calls for service

As a result of the current situation and the key findings from the 2019 Standards of Coverage Assessment the City has stated in multiple documents that:

A third fire station has been recommended per the City's Standards of Coverage Assessment (2019) and the Public Safety Master Plan (2016). During the dissolution of the Redevelopment Agency, the settlement agreement provided for the City to retain property on Butterfield Boulevard for this third Fire Station. However, the agreement requires the property to be constructed by 2024. In addition to the cost of the construction of the building, there will be approximately \$2.3 million in required staffing and \$1.5 million in new equipment costs associated with outfitting the station.

Source: <https://www.morgan-hill.ca.gov/DocumentCenter/View/35889/Engage-Morgan-Hill-key-topic-flyers?bidID=>

However, as the City Manager said at the January 24th, 2020 Goal Setting Workshop “we’re talking about 2.3 million dollars. We don’t have any of that.”

As noted above, one of the key findings in the Standards of Coverage Assessment was that “Traffic congestion affects response times in core areas of the City.” What is meant by core areas of the City? The Coverage Assessment using actual location data includes maps showing “congested vs non-congested” streets.

“Core areas” includes major portions of the City including the location of the proposed project.

CEQA requires that a project’s impact on emergency services response times and public safety must be adequately analyzed. What does the Initial Study say?

On page 119, the Existing Conditions for Fire Protection states “In general, the response time meets the current standard of eight minutes 95 percent of the time. Based on estimated driving times provided by Google Map, the project site is located within three minutes driving distance of the 15670 Monterey Street Fire Station.”

What is the reference for the above Existing Conditions given on page 119 of the IS?

Why wasn’t a reference included in the IS?

Many other environmental reviews (IS’s and EIR’s) approved by the MH Planning Department and David J. Powers and involving Hexagon use the exact same phrase, “In general, the response time meets the current standard of eight minutes 95 percent of the time” and reference it to language from a 2012 proposal. Is the language used above to represent the Existing Conditions (in 2020) also from that 2012 proposal?

At what time of day and over how many measurements was the “estimated driving times provided by Google Maps” determined? Was the estimated driving time just literally taken from Google Maps directions?

How was the additional traffic that will be generated by the proposed project factored into the KNOWN EXISTING CONDITION that “traffic congestion affects response times in core areas of the City”?

How will peak AM and PM traffic generated by the project impact the Average Unit travel time which are KNOWN to be currently 2-3 minutes slower than generally accepted standards?

Why should the public have ANY TRUST in this Initial Study when it states a set of existing conditions for Fire Protection that are knowingly false and ignores the CEQA requirement to adequately study the project’s impact on emergency services response time when a delayed response could literally mean the difference between life and death for residents of Morgan Hill?

Response 9.6: The commenter has taken the Standards of Coverage Study (SOC) out of context. Cal Fire's Chief Jake Hess has clarified that the City of Morgan Hill Fire Department meets the eight minute response standard, as required by the City's agreement with Santa Clara County Emergency Medical Services. The joint SOC with Morgan Hill Fire, Gilroy Fire, and the South County Fire Protection District is unrelated to the City of Morgan Hill's contractual agreement for EMS response times with Santa Clara County EMS.

Regarding the commenter's question about measurements and driving times, those were taken using Google Maps. The reference for the Existing Conditions on page 119 is the Fire Operational and Administrative Analysis for the Morgan Hill Fire Department and South Santa Clara County Fire District, found at the following link: <https://www.morgan-hill.ca.gov/DocumentCenter/View/35069/Center-for-Public-Safety-Management-Report---Fire-PDF>.

As discussed in the TIA, all study intersections would operate at acceptable levels of service (LOS D or better) with the peak AM and PM traffic generated by the project.

For these reasons, the Initial Study meets all CEQA requirements in analyzing response times.

10. RESPONSE TO COMMENT LETTER 10 FROM ROBERT RODRIGUES, DATED AUGUST 3, 2020.

Comment 10.1: The purpose of this letter is to speak out against the Lillian Commons proposed project. My family and I have lived in the neighborhood since 2009 and have seen the traffic cause by both Barrett elementary and the Kingdom Hall church. I don't believe the current traffic study is an accurate reflection of our neighborhood and according to the study this project could increase traffic by 200% on and around surrounding streets.

As you know our wonderful city has access to two county hospitals and I question the need for a third private for profit hospital. As the developer stated in a previous city meeting it can not sustain itself without another source of income. I don't believe that allowing them to build a massive apartment complex and restaurant is the answer. I believe this would be a huge eye sore to our neighborhood. However I know that housing is a huge issue in our city and would love to see the proposed rezoning allow for more single family homes. We hope the city will keep our wonderful, peaceful neighborhood calm and beautiful.

Response 10.1: The TIA prepared by Hexagon followed all required City policies and standards. The TIA used ITE trip generation rates to determine trip generation estimates and used accurate traffic counts, taken during normal traffic conditions prior to the County shelter in place order. The opinion of the commenter as to whether the rezoning should be approved is acknowledged. The comment does not refer to any specific CEQA issues or inadequacies of the IS/MND. The comment will be considered by decision makers as part of the public record.

SECTION 4 TEXT AMENDMENTS

This section contains revisions to the text of the Lillian Commons Initial Study dated June 2020. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~.

Initial Study, Page 9 Section 3.3.3 Site Access, Circulation, and Parking, the following information will be REVISED as follows:

Vehicle access to the project site would be provided by four driveways. The existing driveway to the medical office would be retained and extended to provide secondary access to the medical/hospital facility and cancer center. An additional private driveway would be added to provide primary access through the center of the site. The project proposes to retain site access through Barrett Avenue. The City recommends adding a condition to the list of Standard Conditions for the proposed project limiting access onto Barrett Avenue to emergency vehicle access only due to safety concerns and conflicts with automotive and pedestrian access to Barrett Elementary. ~~two additional driveways to Barrett Avenue that would be limited to emergency vehicle access only.~~ Sidewalks would be extended into the property from the existing sidewalks along Juan Hernandez Drive and Barrett Avenue.

Initial Study, Page 9 Section 3.3.7 Construction and Phasing, the following information will be REVISED as follows:

The proposed project is anticipated to be constructed in three phases starting with the development of Parcel D ~~Parcels B and D~~, followed by the development of Parcels B and C, and closing with the development of Parcel A. Full buildout of the project site is expected in 2025.

Initial Study, Page 47 Section 4.4.2 Impact Discussion, the following information will be REVISED as follows:

MM BIO-5.1: To the extent feasible, activities shall avoid impacts to any protected trees. Avoidance is considered to be completely avoiding any work or staging under the dripline of trees. The boundary of the designated avoidance buffer shall be flagged or fenced prior to initial ground disturbance. If complete avoidance is not feasible, BIO MM-5.2 shall be implemented.

MM BIO-5.2: The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. ~~Any trees to be removed shall require replacement at a two-to-one ratio on a comparable ratio of size.~~ The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City.

Initial Study, Page 73 Section 4.8.2 Impact Discussion, the following information will be REVISED as follows:

The proposed project would generate an estimated 2,915 MT CO₂e of annual GHG emissions under operations in ~~2023~~2025 and 2,650 MT CO₂e in 2030. The service population would be 472 employees and 1,102 residents. The service population emissions for the years 2025 and 2030 are predicted to be ~~2.56~~2.65 and 2.40 MT of CO₂e annually per service population, respectively.

Initial Study, Page 74 and 75 Section 4.8.2 Impact Discussion, the following information will be REVISED as follows:

As shown in Table 4.8-1, the project's 2025 and 2030 emissions would not exceed the per service population threshold of 2.8 MT of CO₂e per year per service population. ~~However, Although the project would exceed the bright-line significance threshold, impacts would be less-than-significant because a project must exceed both the per service population threshold and the bright-line significance threshold for GHG impacts to be considered significant. which would be considered a significant impact and would require mitigation.~~

Impact GHG 1: ~~Operation of the proposed project would generate GHG emissions resulting in a cumulatively considerable contribution to global climate change.~~
(Significant Impact)

Mitigation Measures:

MM GHG 1.1: ~~The following mitigation measure would reduce GHG operational emissions to a less than significant level:~~

- ~~The applicant shall develop a GHG reduction plan that includes the proper elements that would reduce emissions from project implementation and demonstrate that GHG emission from the project would be reduced by a sufficient amount to achieve the 2020 or 2030 standard, based on when the project would become operational. Elements of this plan may include, but would not be limited to, the following:~~
 - ~~Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power;~~
 - ~~Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;~~

- ~~Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow type account or endowment fund would be overseen by the City;~~
- ~~Develop and implement a transportation demand management (TDM) program to reduce mobile GHG emissions.~~

~~Some of the measures involve project features or operational measures that would serve to reduce project emissions. However, it may not be possible to accomplish the required reduction through the design, construction, and operation of the project, in which case the use of carbon offsets would be required. Carbon offsets, as purchased through a verified registry, are a feasible and appropriate method to reduce a project's GHG emissions and is recognized by BAAQMD and CARB. Because the project would be required to purchase whatever remaining amount of GHG reduction was required, after exhausting on-site reduction options listed above, the project's GHG emissions would be reduced to a level below the applicable threshold. Therefore, implementation of a GHG reduction plan, as set forth in the mitigation measure above, would reduce the project's GHG emissions impact to a would be less than significant level. **(Less Than Significant Impact with Mitigation)**~~

Initial Study, Page 75 Section 4.8.2 Impact Discussion, the following information will be REVISED as follows:

~~Although the proposed project's operational emissions would exceed the 2030 bright line threshold, implementation of MM GHG 1.1 would ensure that project emissions are below the 2030 threshold. The project would comply with state and local plans and policies pertaining to GHG emission reductions. The project would be consistent with the greenhouse gas reduction targets of Executive Order B-30-15. Therefore, the project would not conflict with policies adopted at the state and local levels for the purpose of reducing GHG emissions. **(Less than Significant Impact)**~~

Initial Study, Page 137 Section 4.17.2 Impact Discussion, the following information will be REVISED as follows:

~~The project proposes to keep Driveway 1 at its current location. The proposed development would be accessed by two driveways along Juan Hernandez Drive. Driveway 1 is currently located along the southern project site boundary, approximately 100 feet south of St. James Drive and 700 feet north of Tennant Avenue and is the existing driveway that provides access to the current uses on the site. The City Department of Public Works recommends adding a condition to the list of Standard Conditions~~

for the proposed project requiring Driveway 1 to be relocated and aligned with St. James Drive to the north due to conflicts with Juan Hernandez Drive. A final decision on driveway design will be made by the City Council after receiving input from the applicant and City staff, and a recommendation from the Planning Commission .

The Traffic Impact Analysis included an analysis of both scenarios. If Driveway 1 remains as is, a queue length of no greater than one vehicle is projected at the left-turn pockets to the site and St. James Drive. There would be adequate storage for left-turning vehicles. However, as traffic volumes along Juan Hernandez Drive increase, left-turns in and out of Driveway 1 and St. James Drive would experience longer delays, affecting queue lengths at both locations. This would not result in a significant impact, but could create conflicts.

If realigned, Driveway 1 would continue to provide access to the existing buildings on site, in addition to the proposed urgent care building, additional medical office space, second hospital drop-off area, and secondary access to the hospital parking structure. Driveway 1 would continue to provide left-turn access and would concentrate all movements to a single location, thereby reducing conflicting turn movements. The potential relocation of Driveway 1 would not result in any secondary environmental impacts, such as tree removal. An alternative option to realigning Driveway 1 is to restrict Driveway 1 access to right-in and right-out only turn movements.

Initial Study, Page 150 Section 4.21 Impact Discussion, the following information will be REVISED as follows:

The proposed project and past, present, present and future development projects worldwide contribute to global climate change. No single project is sufficient in size to, by itself, change the global average temperature. Therefore, due to the nature of GHG impacts, a significant project impact is a significant cumulative impact. As discussed in Section 4.8, Greenhouse Gas Emissions, the project's operational emissions would exceed the 660 MT of CO₂e per year bright-line threshold (for 2030) but the project would not exceed the service population threshold of 2.8 MT of CO₂e per year per service population. However, implementation of MM GHG 1.1 would reduce impacts to less than significant levels. For impacts to be considered significant, a project must exceed both thresholds. The project would, therefore, not result in significant GHG impact. For these reasons, the project would not result in a cumulatively considerable contribution to a significant cumulative GHG impact. **(Less Than Significant Cumulative Impact with Mitigation Incorporated)**

Lillian Commons Medical Campus Project
Initial Study/Mitigated Negative Declaration
Responses to Public Comments

APPENDIX A: IS COMMENT LETTERS

Adam Paszkowski

From: Robert Benich <nucpower@me.com>
Sent: Monday, June 29, 2020 8:09 AM
To: Adam Paszkowski
Subject: Lillian Commons Medical Center

Hello Adam. Finally, the City of Morgan Hill is on track to get a new modern hospital. This is a good location due to its proximity to the Tennant Avenue freeway exit. Not being on a contaminated building site is also a plus. I wholeheartedly support this project. The current DePaul Health Center can be rezoned and the property used for a better use. The building itself may have to be demolished but that's OK. It has served its purpose and now it's time to move on as our city population will soon increase to over 50,000 residents. I sincerely hope you can help guide this project to a speedy conclusion.

Robert Benich

Sent from my iPad

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Attachment: Responses to Comments (2856 : Lillian Commons)

Adam Paszkowski

From: Debbie Baker <debbiebake700@msn.com>
Sent: Monday, July 13, 2020 4:03 PM
To: Adam Paszkowski
Subject: Lillian Commons Project

Dear Mr. Paszkowski,

I am a long-term resident of Morgan Hill. I have lived here since 1990. I currently have owned my house for 15 years and I live next to Barrett Elementary School.

I have some concerns regarding the Lillian Commons project cited for development directly across the street from my home.

My house is on the corner St. John and Barrett Ave. facing the field under consideration. My first concern is the building of new housing (high-density apartments) across from St. John Ave. and Barrett Ave. The addition of new housing and the projected extension of St. John Ave. drawn on the architectural plans will cause an additional and possibly excessive amounts of new traffic flowing onto Barrett Ave. Currently Barrett elementary school, when in regular session, has considerable traffic congestion from families parking cars to drop off (7:45am) and pickup (1:50pm) children every day from August to June. By adding new apartment residents driving through the "new" St. John extension will add to higher traffic and congestion on Barrett Ave.

A second concern is the addition of shopping, eating and possibly a bar in close proximity to an elementary school. Many students walk to school down Juan Hernandez and use the four-way crosswalk for crossing into the school grounds. Students located in the neighborhood off Juan Hernandez, and walking to school, potentially could be harmed by the additional number of cars coming and going out of the "new" shopping area as well as driving down Barrett and running through the four-way stop (there are no stop lights here).

This is a neighborhood with high pedestrian traffic and many parents park and walk their students across Barrett to get to the school grounds. Adding more cars by building more apartments, and shopping areas will turn both Barrett Ave and Juan Hernandez into a very busy city-like streets.

Thank you for your consideration,

Deborah J. Baker
 945 Barrett Ave.
 Morgan Hill, Ca

Attachment: Responses to Comments (2856 : Lillian Commons)

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Planning for Success.

July 14, 2020

Jennifer Carman
Development Services Director
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

Adam Paszkowski
Principal Planner

Re: Lillian Commons Mixed Use Development Project

Dear Jennifer,

EMC Planning Group would like to thank you for the City's work the Initial Study (IS) and Draft Mitigated Negative Declaration (MND). We have reviewed the IS/MND and have comments on several items that need to be addressed prior to or as part of your staff report to the Planning Commission. These items are summarized below.

Project Description

In Section 3.3.3 Site Access, Circulation, and Parking, there is mention of the two driveways to Barrett Avenue being limited to emergency vehicle access only. The applicant understands the City would like the driveways to be emergency access only, but the applicant never agreed to this change. Nevertheless, this change is presented as though it is proposed by the applicant in the project description.

In the response to comments letter to the City, after staff review of the project, it was the intent of the applicant that this 'emergency access only' driveway issue be discussed with the Planning Commission and City Council. The applicant has not agreed to the change and feels full access drives onto Barrett Avenue are necessary to provide sufficient site access and adequate circulation and that both driveways meet the intent of General Plan policies as stated below:

Attachment: Responses to Comments (2856 : Lillian Commons)

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

301 Lighthouse Avenue Suite C Monterey California 93940 Tel 831-649-1799 Fax 831-649-8399
www.emcplanning.com

Packet Pg. 186

Policy CNF-8.2: Design Features. Encourage design features and amenities in new development and redevelopment, including but not limited to: Highly connected street layouts, supporting multiple paths of travel for all modes.

Policy CNF 11.5 Outside Connections. Require new subdivisions to provide multiple connections to the surrounding community. Methods to achieve this may include:

- Providing multiple points of entry into the project for motorists, bicyclists and pedestrians;
- Extending the existing street pattern at the edges of the subdivision into the site. Extended streets should match the type and scale of the streets to which they connect;
- Installing landscaping and street improvements at the edge of the subdivision that appear as common amenities shared with adjacent neighborhood;
- Minimizing the use of gates, fences and walls that separate the subdivision from the surrounding community; and
- Planning for future connections to adjacent undeveloped property.

Policy CNF- 12.2 Well-connected Neighborhood Centers. Provide for safe and convenient pedestrian and bicycle connections as well as transit access to support existing neighborhood centers, including shopping centers, medical office, sports fields, and the Centennial Recreation Center.

If both driveways are limited to emergency access only, an additional right-in / right-out driveway added to Juan Hernandez Drive is necessary. This would not provide the ideal traffic circulation and does not meet the intent of the City policies cited above, but could alleviate departure congestion at the main driveway.

Though we see where the City Engineer may have concerns about the traffic interaction with the Barrett Avenue Elementary School, these two access drives should remain open to Barrett Avenue to allow for neighborhood connectivity. Perhaps the driveways could be signed during school hours and for school events to limit the use of the driveways.

The applicant has been working with the school and school district to craft a circulation, parking, and access safety plan for this area along Barrett Avenue adjacent to the elementary school. The applicant would like to have the opportunity to discuss this driveway configuration at public hearings to get feedback from the Planning Commission, City Council, and the neighborhood, and not have the City or environmental document assume that the two driveways on Barrett Avenue will be emergency access only and that the applicant agrees with that direction. Please remove this from the IS/MND as an assumed part of the project description provided by the applicant.

Project Phasing

Construction phasing is planned in three phases, which for this project is described by Parcel development, as: Parcel D (existing medical), Parcels B & C (commercial and residential) and Parcel A (hospital). The IS Project Description states the project would begin with Parcels B & D, followed by Parcel C then Parcel A.

It is likely Parcel B, the commercial Retail/Restaurant development, will be built along with or just after the Parcel C, residential, since the commercial development would be supported by the residential development. The Hospital, Parcel A, could lag behind by several years as a result of having to implement state regulations for hospitals. Though phasing will likely be market driven, the Project Description within the Initial Study is not consistent with the applicant's phasing plan.

Existing Driveway Relocation

Discussion of the transportation facilities, based on the Transportation Impact Analysis, includes the relocation of the existing driveway in the southeast corner of the project site.

Impact TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (Less than Significant Impact)

It appears, as part of the direction to the transportation consultant in preparation of the Initial Study, the City staff is recommending driveway 1 be relocated to align with St. James Drive. Why is this the first time the applicant and its consultants have been made aware of the request from the City Public Works Department? Nothing about this was

mentioned during plan review. Relocating driveway 1 would cause undue burden on the developer and on streets in the surrounding neighborhood. Driveway 1 is described as “the existing driveway that provides access to the current uses on the site”. Relocating this driveway, which is within 10 feet of meeting the City’s driveway separation requirements and is considered a less than significant impact in the traffic report, would cause impacts to the project as a whole. If this driveway were to be relocated to align with St. James Drive, it could encourage cut through traffic within the adjacent residential neighborhood. Relocating the driveway would cause many issues for the developer and the surrounding neighborhood, including:

1. Existing driveway provides access to existing medical buildings and has done so for many years. The property located to the south of this parcel could benefit from joint use of the driveway. Relocating the driveway removes this potential;
2. Cause possible cut through traffic for the adjacent residential neighborhood with vehicle headlights creating glare at adjacent homes;
3. Affect pedestrian circulation by creating more traffic through the middle of the non-residential portion of the project;
4. Force circuitous access to the parking area at the southeast corner of the project and to the proposed parking structure;
5. Cause loss of building square footage and parking due to redesign to meet City street design standards;
6. Jeopardize the existing patient drop-off / pick-up lane, which requires passenger side exit;
7. Force relocating utilities (light pole at Juan Hernandez Drive and other utilities under the existing driveway); and
8. Disrupt existing medical facility function during driveway construction.

MND

B. Biological Resources

Tree Removal

Section 3.3.5, Landscaping and Trees, indicates all 16 trees on the site would be removed.

Mitigation Measure MM BIO-5.2 states:

The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. Any trees to be removed shall require replacement at a two-to-one ratio on a comparable ratio of size. The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City.

The applicant is not clear about the replacement policy listed in MM BIO-5.2. The applicant understands that some tree removal will take place as part of the development and will apply for tree removal permits as necessary. Given the number of trees to be removed, replacing at a two-to-one ratio is achievable. However, replacement at a comparable size is not good landscape practice, if that is what is meant by comparable ratio of size. The survival rate of smaller caliper trees is greater than large caliper trees. The goal of replacing lost trees would be better met by the planting of two to four inch caliper trees at a higher ratio than two-to-one. We'd ask that mitigation measure BIO-5.2 be amended to provide for this option.

E. Green House Gas Emissions

Threshold of Significance

Though no explanation is given for the derivation of the 660 MT CO₂e bright line threshold referenced in the IS, it is assumed it is scaled down from BAAQMD's 2020 bright line threshold. BAAQMD does not recommend scaling down its AB-32 based thresholds of significance for 2020 for subsequent years to derive annual progress thresholds for meeting the SB 32 target for 2030. Unless the IS is amended to provide substantial evidence for an applicable post-2020 bright line threshold (e.g. a new GHG emissions gap analysis for emissions within the air basin is prepared), there is no basis for determining the project's GHG impact to be significant with regard to a bright line threshold.

The IS does not provide any discussion of the methodology for deriving the 2.8 MT CO₂e service population threshold for 2030 used in the document. Nevertheless, the IS finds that project emissions are below the service population threshold. Given this fact

and the fact that the bright line threshold used in the IS is not based on substantial evidence, there is no basis for determining that the project GHG impact is significant. Therefore, the IS discussion should be revised and mitigation measure GHG-1.1 should be deleted.

Note that the 2025 service population projection for the project is listed at 2.56 MT CO₂e on page 73, but referenced in Table 4.8-1 as 2.65 – this discrepancy should be clarified. Also note that the IS does not identify a progress threshold for 2025. Yet in Table 4.8-1, year 2025 emissions for the project are compared to the 2030 threshold only. This leads a reader to falsely assume that the 2025 project emissions of 2.65 MT CO₂e are closer to the threshold of 2.8 MT CO₂e than is valid – a progress threshold for 2025 would be higher than 2.8 MT CO₂e and the project's 2025 emissions would be substantially below that threshold.

Carbon Offset Criteria

If and only if the Initial Study is amended to provide substantial evidence for a finding of significant impact with regard to a GHG bright line threshold as described above, would mitigation measure GHG-1.1 possibly apply.

Mitigation measure GHG-1.1 is too restrictive with regards to the locational “preference” criteria from which the applicant should purchase carbon offsets. Availability and cost of offsets can be strongly influenced by the offset project type and location. Clearly, it is highly unlikely that one or more offset projects exists within the city. Offsets created by offset projects in the Bay Area (if any) and California are less plentiful and often more expensive than those created outside the state. Further, since climate impacts are global, the applicant should not be constrained from purchasing offsets that are derived from international projects, provided the offsets are verified and registered through a CARB approved registry. Provided the City does not render the applicant's GHG reduction plan inadequate based solely on source of offsets, the mitigation is acceptable.

Jennifer Carman
City of Morgan Hill
July 14, 2020, Page 7

H. Transportation

Mitigation Measure TRN-1.1

This mitigation is unclear as to how the traffic impact fee charged to the applicant will be derived (traffic impact fee “as determined by City staff”). Since the impact to the subject intersection is significant under cumulative conditions without the project, the proposed project is not responsible for generating the impact. However, the project would worsen the cumulative impact. Therefore, the applicant must pay a fee that mitigates the project contribution to the cumulative impact.

The City’s most recent fee schedule is dated January 15, 2020. The applicant should only be responsible for paying the traffic impact fees as described in that fee schedule based on the project description. No other traffic impact fees “as determined by City staff” appear to be warranted. If this is not the case, the applicant must be made aware prior to the Planning Commission hearing whether City staff is being given discretion to charge other traffic impact fees.

Thank you again for your time and effort to move the CEQA and entitlement processes forward. Please let me know if you would like to discuss any of the above items further as you prepare your recommendations for the Planning Commission and City Council.

Sincerely,



Michael J. Groves
Senior Principal

Cc: Cecily Murray

Attachment: Responses to Comments (2856 : Lillian Commons)

Adam Paszkowski

From: Sheri Schenkman <sherischenkman@gmail.com>
Sent: Tuesday, July 21, 2020 5:25 PM
To: Adam Paszkowski
Subject: Lillian Commons Medical Campus Project

Hello Adam,

My name is Sheryl Schenkman and I own a house located at 743 Saint Michael Place, Morgan Hill, California. Per the letter I recently received I am emailing my concerns

Here are some of my concerns:

1. Do not subdivide and rezone the property.
 - Honor the existing Morgan Hill Plan. The property is not zoned for housing and despite the Morgan Hill community plan I see very undesirable dense housing on 1/2 the lot and it provides insufficient parking for the apartments it plans to have that will result in parking problems.
 - Juan Hernandez is already used as overflow parking for residents in the area and for families picking up and dropping off children at Barrett Elementary. These planned apartments with insufficient parking will create a huge parking problem.
 - This property needs to be saved for what is in the Morgan Hill Plan.
2. Cancer data uses false information
 - Children live and go to school in the impacted area noted on the map, and will be in the area nearly 100% of the time.
 - The data is projecting a person is only in the impacted area for about 75% of the time. This is false, especially with our most vulnerable school age children.
3. Traffic hazards especially for school children
 - Small children walk on Barrett and Juan Hernandez to reach their school and the projected increase in traffic and danger it causes is unacceptable (200 trips increasing to 4100 trips).
 - Honoring the zoning will eliminate the apartments and that traffic.
 - The proposed hospital should mitigate the traffic dangers and use the driveway entrance from tennant avenue.
4. Saint James Place PUD is negatively impacted and should receive funds to reduce the negative impact. We will need to improve the existing wall/fence on Juan Hernandez to reduce the noise, cancer hazards, and lost parking.
5. Parking permits need to be issued to residents living in the Saint James PUD, for parking on Juan Hernandez to avoid problems and reduce resentment for lowering our quality of life.
6. Landscape Buffer on Juan Hernandez is needed.
 - Juan Hernandez needs the same landscape buffer that I see on Barrett.

I have many more concerns. I am writing my initial concerns via this email.

Sheryl Schenkman
 Homeowner/ 743 Saint Michael Place; Morgan Hill, CA
 408-406-1250- cell

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Attachment: Responses to Comments (2856 : Lillian Commons)

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

July 23, 2020

SCH # 2020060601
GTS # 04-SCL-2020-00769
GTS ID: 19977
PM: SCL-101-R15.287

Adam Paszkowski, Principal Planner
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

Lillian Commons Medical Campus Project – Initial Study/Mitigated Negative Declaration (IS/MND)

Dear Adam Paszkowski,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Lillian Commons Medical Campus Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the June 2020 IS/MND.

Project Understanding

The proposed project would construct a 4,500 square feet (s.f.) urgent care facility, 10,000 s.f. medical building, 100,000 s.f. medical office/hospital with 55 beds, three-story parking garage with 500 spaces, 10,000 s.f. commercial retail/restaurant building, and a maximum 200-unit multi-family residential development on a 19.67-acre largely vacant site.

The project site is currently designated as Commercial. The proposed project includes a request for a General Plan Amendment (GPA), Zoning Amendment (ZA), Planned Development Master Plan. The GPS requests GP Land Use designation change from Commercial to Mixed-Use Flex. The ZA requests to amend the zoning district from Service Commercial and Planned Development to Mixed-Use Flex with a Planned Development Combining District.

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

Attachment: Responses to Comments (2856 : Lillian Commons)

Adam Paszkowski, Principal Planner
 July 23, 2020
 Page 2

The project site is located at the southeast corner of the intersection of Juan Hernandez Drive and Barrett Avenue in the City of Morgan Hill, directly adjacent to US-101.

Highway Operations

The project applicant shall perform a queuing analysis for the on/off ramps in both directions at US-101/Tennant Avenue and US-101/Dunne Avenue, which are the nearest ramp terminal intersections to the project site. Vehicle queues due to the project added traffic shall be accommodated within the ramps and mainline freeway traffic shall not be impacted. If the project generates impact(s) on ramp operations, the impact(s) shall be mitigated or fair share fees shall be allocated for mitigation.

Hydraulics

Please ensure that no water from the project site drains into the State Highway Drainage facilities, including the highway slope ditch along the highway off-ramp.

Lead Agency

As the Lead Agency, the City of Morgan Hill is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto the Right of Way (ROW) requires a Caltrans-issued encroachment permit. If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application, six (6) sets of plans clearly delineating the State ROW, six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSD), approved encroachment exception request, and/or airspace lease agreement.

Adam Paszkowski, Principal Planner
July 23, 2020
Page 3

To download the permit application and to obtain more information on all required documentation, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Yunsheng Luo at Yunsheng.Luo@dot.ca.gov. Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



Mark Leong
District Branch Chief
Local Development - Intergovernmental Review

cc: State Clearinghouse

Adam Paszkowski

From: Jeff Salem <jeffsalem12@verizon.net>
Sent: Monday, July 27, 2020 9:06 PM
To: Adam Paszkowski
Cc: laurasalem03@verizon.net
Subject: Lillian Commons project comments

To: Adam Paszkowski; Morgan Hill Planning Commission

Subject: Lillian Commons Project – Environmental Review

Here are our Questions and Comment wrt the Lillian Commons Project environmental review.

Mitigated Negative Declaration report:

1.

I. A. Air Quality:

Standard Condition AIR-1:

- i. Q: Who enforces exposed surface area being watered twice a day? Will there be scheduled times each work day? Does that include weekend?
- ii. Q: Where does the publically visible sign with telephone number for POC of Lead Agency regarding dust complaints get posted?

H. Transportation Impact TRN-1: Mitigation Measures:

The following mitigation measure shall be implemented by the proposed project to reduce impacts to a less-than-significant level.

MM TRN-1.1: Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant shall be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection shall be mitigated with payment of the traffic impact fee, as determined by City staff.

Q: Is this for a traffic signal at the intersection of Barrett and Juan Hernandez Dr.?

Q: Who is responsible for the traffic signal, cost and construction? Developer or City of MH?

Attachment: Responses to Comments (2856 : Lillian Commons)

Q: Will there be a dedicated construction entrance and exit for construction vehicles, contractors and construction supply trucks/vehicles that is away from the existing neighborhoods as to not obstruct everyday neighborhood access routes, streets and parking and/or cause traffic delays? If so is there a map of this/these construction entrances and exits?

Q: Will the street(s) Juan Hernandez Dr. or Barrett Ave. need to be widened for thru and turn lanes? If so will the existing residents with homes on either Juan Hernandez Dr. or Barrett lose street parking in front of their homes? If so what addresses will be affected?

Q: Will the Juan Hernandez Dr. Barrett Elementary School student drop off driveway entrance and exit be impacted and/or modified as result of this project being approved? It is already bad enough during school hours that vehicles stop/park in the middle of Juan Hernandez Dr. trying to get in or out of an already highly congested school student driveway drop-off and pickup. Often during school hours the front of my house at 16313 Juan Hernandez Dr. which is three homes to the North of the Barrett / Juan Hernandez Intersection is blocked with vehicles during school drop off and pickup hours of the day.

Q: Will the Barrett Ave. Barrett Elementary School teacher and Bus parking lot and driveway entrance's and exit's be impacted and/or modified as result of this project being approved? It is already bad enough during school hours that vehicles stop/park on Barrett Ave. on the east side and west sides of the Juan Hernandez Dr. / Barrett Ave. intersection trying to drop off or pick up their students. Again, often during school hours these described locations are lined with vehicles causing vehicle and foot traffic congestion at the described intersection.

Comments / General Questions:

Comment: We are all in favor of medical expansion Morgan Hill. A 55 bed hospital does not seem to be very large as compared to the proposed 200 unit high density apartment complex's and commercial retail being proposed. Seems like a very unbalance use of the land. That many apartment units with more than likely twice the number of tenants and vehicles vs. the number hospital beds/rooms will cause a lot of foot an vehicle traffic close the existing neighborhoods and elementary school campus.

Q: Why doesn't the proposed parcel that is trying to be re-zoned for housing be used for single family home lots to better blend in with the existing housing tracks all ready established?

Q: If a 24/7 Emergency room or Urgent care operation goes into place that will bring in a lot of 24/7 traffic and ambulance / Emergency vehicle (Siren) noise to the surrounding neighborhoods. Will any additional sound barriers / proofing such as sound walls be constructed to help cut down on the noise pollution? As it is already the senior living center located at the intersection of Barrett Ave. and Butterfield Blvd. has siren Emergency vehicles of a least one per day or every other day on the average. Sometimes multiple times per day.

The emergency vehicles can be heard all hours of the day/night which causes a lot of noise pollution already. The addition of a 24/7 Emergency room or an Urgent Care center will increase that noise pollution severely on a regular basis. Has there been an impact study or assessment wrt to having multiple establishments close in proximity only a mile or less apart from each other with the same type of noise traffic?

Comment: This proposed multi zoned lot with four separate parcels, one for high density housing (Apartments), Commercial (Retail and or Parking Garage) and Industrial (Hospital / Medical center) on slightly less than 20 acres appears to be very congested for the diverse amount of development that would transpire with the currently proposed Lillian Commons Project. The surrounding neighborhood(s) are mostly comprised of single families homes about 90% with some duplex's and rental properties sprinkled in and an elementary school. The Lillian Commons project doesn't seem to fit in with the existing developed properties. It is more suited to a city or downtown setting instead of a single family/elementary school setting.

Q: As neighboring home owner, we are not in favor of four multi use parcel zoning on a ~20 acre property. If this project is to move forward as is the developer should have to develop the medical parcel 1st, retail/commercial parking structure 2nd and 3rd. Apartments last. That way the city and existing surrounding homeowners know the land owner and developer are committed to bringing in medical to Morgan Hill. We attended the Planning Commission mtg. in early Feb. 2020 before the COVID shutdown and listened to the land owner's pitch for wanting better medical in Morgan Hill. We also listened to the developer's pitch that the apartments and other money revenue parcels would be developed first, no guarantee the medical will ever get developed. Is there a time limitation as to when each parcel's development has to be completed upon approval of the proposed Lillian Commons project?

We truly believe the land owner and developer want to re-zone for the four proposed parcel types so they can sell each one off individually for personal economic gain without any consideration for the existing neighborhoods or the homeowners.

We are original property owners. Bought our house in 1999 and have been residents of Morgan Hill ever since and still occupy the property as our primary residence. If the Lillian Commons Project is to move forward as proposed with a high density apartment complex's, retail, parking structure and Hospital increasing both vehicle and foot traffic and eliminating our open space and obstructing our views to the South East of our property we will sell the property and move out of Morgan Hill.

The proposed project will bring way too much congestion to this part of Morgan Hill where families reside and Elementary school children, parents and teachers already add to the neighborhood vehicle and foot traffic. Being an eye witness to the school traffic as it is already, we're surprised that more accidents haven't already occurred with Barret Elementary school participants not following traffic and parking rules as they currently exist. It will only get worse to an already over crowded uncontrolled area. A traffic signal won't solve the problem that exists today or one would of already been put in place.

Jeff and Laura Salem

408-430-9850

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Attachment: Responses to Comments (2856 : Lillian Commons)

Adam Paszkowski

From: Marianne Knight <marianneknight@charter.net>
Sent: Thursday, July 30, 2020 4:24 PM
To: Adam Paszkowski
Subject: Comment about hospital, et al.

Dear Adam,

YES! YES! YES! Please build this complex and make it happen sooner rather than later! We have lived in MH for 16 years and have spent the better part of that time driving up and down the San Jose and San Francisco Bay Areas going to doctors and hospitals. It is exhausting and doesn't provide a cohesive plan for the future. We long for the day, once again, when all the doctors who treated us were on the same hospital staff and were of the highest caliber in their specialty fields. Other communities have this luxury. We in Morgan Hill deserve the same. It's time has come.

As we age in place as 75 year old active citizens we have reluctantly considered leaving this beautiful community because of its limited access to competent hospital facilities and doctors. Yes, we have St. Louise but our few experiences there have shown us that it is inferior to what we experienced in the Peninsula of SF before moving here. We are discouraged with what is available locally and pray each day that we stay healthy because the alternative is awful if you don't belong to Kaiser, which we don't. We have private Anthem PPO group policy with dental, so we are in exceptionally good care with insurance, if we only had a place to use it.

Please consider the growing community in all age groups. Morgan Hill, open our welcoming doors to young doctors wishing to make a professional life here, and possibly to move to our beautiful and diverse community. This facility with its state- of- the- art hospital, medical offices and limited housing is the perfect solution. PLEASE, PLEASE, PLEASE make it happen!

Thank you.

Sincerely,

Dr. Robert and Marianne Knight
 16920 Zinfandel Circle
 Morgan Hill, CA 95037

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Attachment: Responses to Comments (2856 : Lillian Commons)

Adam Paszkowski

From: Robert Rodriguez <RLRodriguez@rosendin.com>
Sent: Monday, August 03, 2020 4:39 PM
To: Adam Paszkowski
Subject: Comments on Lillian commons

Thank you for your patients I hope this this version finds you.,

July 28,2020

City of Morgan Hill principal planner Attn: Adam Paszkowski.

The purpose of this letter is to speak out against the Lillian Commons proposed project . My family and I have lived in the neighborhood scene 2009 and have seen the traffic caused by both Barrett elementary and the Kingdom Hall church . I don't believe the current traffic study is an accurate reflection of our neighborhood and according to the study this project could increase traffic by 200% on and around surrounding streets.

As you know our wonderful city has access to two county hospitals and I question the need for a third private for profit hospital . As the developer stated in a previous city meeting it can not sustain its self with out another source of income . I don't believe that allowing them to build a massive apartment complex and restaurant is the answer . I believe this would be a huge eye sore to our neighborhood. However I know that housing is a huge issue in our city and would love to see the proposed re zoning allow for more single family homes . We hope the city will keep our wonderful ,peaceful neighborhood calm and beautiful Thank you .

Regards ,
 Robert and Isabel Rodriguez

Thank you
 Robert Rodriguez
 408 478-5629
 ROSENDIN ELECTRIC

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Attachment: Responses to Comments (2856 : Lillian Commons)

VIA EMAIL (adam.paszkowski@morganhill.ca.gov)

Adam Paszkowski
Principal Planner
City of Morgan Hill Development Services Department
17575 Peak Avenue
Morgan Hill, CA 95037

Re: Lillian Commons Medical Campus Project Initial Study and Notice of Intent

To Whom It May Concern:

Pursuant to the Notice of Intent to Adopt A Mitigated Negative Declaration for the Lillian Commons Medical Campus Project (also referred as Juan Hernandez – MH Medical Properties) this letter is to provide comments concerning the project and to advise that I have objections to the basis of determination set forth in the Initial Study (IS) . The specific concerns and factual basis, as governed by California Environmental Quality Act (CEQA) settled law is as follows:

- 1) Does the City of Morgan Hill, acting as Lead Agency believe that the CEQA process for this project, including the IS, should be conducted in a way to ensure transparency in decision making, encourage public participation, and promote public confidence which are among the stated purposes of CEQA?
- 2) The Planning and Conservation League (PCL) <https://www.pcl.org/campaigns/ceqa/ceqa-faqs/> a strong advocate for CEQA notes that:

As with any law, CEQA can be improved to more effectively achieve its core purposes of environmental protection, public participation, and government agency accountability.

The PCL goes on to discuss known issues with CEQA including:

*Currently, project proponents may pay for the consultants who prepare the EIRs, thus asserting control **over what should be an impartial analysis. To promote unbiased reviews**, project proponents could pay into a fund at a public agency and the agency could then contact the environmental reviewers preparing the EIR, thus reducing public concern about undue influence.*

To promote transparency, there should be a mandatory waiver of confidentiality with all consultants and contractors who have performed studies for the applicant prior to this application.

- a) Who paid for the Initial Study and how much to date?
- b) Did the applicant assert control over the Initial Study? Do all of the assumptions, methods used, and conclusions of the IS represent an impartial and unbiased analysis?
- c) Did the City of Morgan Hill receive or will they receive payments for managing, writing or

otherwise participating in the Initial Study and if so, how much to date? Where will any such payments be allocated and what are the funds allowed to be used for?

d) Appendix E of the Initial Study, "Transportation Impact Analysis" ("TIA") was written by Hexagon Transportation Consultants, Inc. ("Hexagon").

How much was Hexagon paid for their contributions of the Initial Study for this project?

What is the total amount of money that Hexagon has been paid, directly or through third-parties, for services provided to the City of Morgan Hill from the time period of January 1, 2018 to date?

d) Page ii of the TIA states that: *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. Trip generation estimates for each component of the proposed project are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) Trip Generation Manual, Tenth Edition, 2017.*

Using ITE Trip Generation data for reasons described above, is both common and best practice around the world. In the 2018 IS for the Shoe Palace Expansion project, a 503,000 square foot warehouse and distribution facility with 64 truck docks, for which the City of Morgan Hill was lead agency, Hexagon was also responsible for the TIA. In that case, Hexagon ignored best practice and based the project Trip Generation on the assumption that the massive facility with 64 truck docks will result in a daily number of truck trips of EIGHT. This was done despite receiving public comment from an experienced licensed Traffic Engineering expert that showed Hexagon's analysis was negligent. Hexagon also ignored California Department of Transportation concerns that the resulting project traffic would result in the Cochrane Road / Highway 101 exchanges being backed up onto 101 mainline during peak hours.

Given residents of Morgan Hill are fully aware of Hexagon's 2018 TIA for the Shoe Palace Expansion project which ignored common sense, best practice and professional standards why were they selected for this project? Why should the public have confidence in the TIA created for this IS?

- 3) Page 17 of the "TIA" says: ***Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with manual turning-movement counts (conducted in February 2020) at intersections where counts were either unavailable or outdated (more than 2 years old).***

There are a very substantial number of projects that have either been recently approved, are in the approval process, have started or even finished construction in Morgan Hill that individually and cumulatively will impact 'existing' traffic conditions including peak-hour traffic volumes.

What **specific** "recently completed traffic studies" are being referred to above? What specific peak-hour traffic volumes have been included in the 'existing' volumes from:

- a) Shoe Palace Expansion project?
 - b) Morgan Hill Technology Center project
 - c) Evergreen Village Shopping Center?
 - d) Sunsweet Mixed-Use project?
 - e) Granada Hotel and Market Hall project?
 - f) AU Energy (gasoline tanker truck terminal) project?
 - g) Cochrane Commons Shopping Center Phase II project?
 - h) Techcon project?
 - i) Carpenter's Training Center project?
 - j) Applied Motion Products project?
 - k) Butterfield Technology Park project?
 - l) Golden State Assembly Expansion project?
 - m) City Ventures Monterey Gateway project?
 - n) Braddock and Logan Morgan Hill Apartments project?
 - o) Crossings at Watsonville Road project?
 - p) Beacon MH Senior Apartments project?
 - q) Crosswinds Half-Dividend project?
- 4) **CEQA requires that a project's impact on emergency services response times and public safety must be adequately analyzed.** Just because CEQA does not shift any financial responsibility of providing adequate fire and emergency response services that may arise due to a project's impact from the City to the applicant, does not remove or reduce the requirement that the Initial Study must analyze response times and their impact on public safety. A concerned citizen reading the Initial Study should be able to understand the impacts the proposed project will have on emergency services in the area.

The Planning Department KNOWS this is an especially germane point for Morgan Hill residents in 2020.

During the January 24th, 2020 City Council Goal Setting Workshop , the Morgan Hill Fire Chief presented the following slide:



Where are we now?

From 911 call to engine company arrival at scene.
(3-year study 2016 to 2018)

Dunne Hill Station:
9 mins 51 seconds

El Toro Station:
8 mins 31 seconds

Morgan Hill Station: (shared Engine 67)
9 mins 25 seconds

NOTE: 7 mins 30 seconds is the performance standard. Brain death generally occurs at 8 mins as well as fire propagation

Packet Pg. 55

The Fire Chief commented on this slide saying:

"Keep in mind that the reason we have a 7 minute 30 second timeframe is, when someone's not breathing their pulse is in apneic, right around the 8 minute mark is when you have brain tissue and brain deaths start to kick in, as well as that's when fires can start to propagate pretty significantly in a significant fire incident....."

The Mayor of Morgan Hill suggested:

"Jake, you might want to describe what apneic mean."

And the answer was given:

"Apneic, so pulseless, apneic means they're not breathing, so you have a member of the public, or even a visitor in the area that is pulseless and apneic, we need to get an engine company there prior to them going and having some brain tissue death, as there's a whole guiding spirit behind having that 7 minute 30 second response time."

Note that the response times on the slide are referenced to a 3 year study from 2016 to 2018. In 2019, a Standards of Coverage Assessment was completed, and the report released. On November 23, 2019 the following summary of that Coverage Assessment was presented in the "Engage Morgan Hill Public Safety" presentation. The document can be found here: <https://www.morgan-hill.ca.gov/DocumentCenter/View/35810/Public-Safety-Presentation-112319-v3-PDF>.

Standards of Coverage Assessment (slide 36)

*Completed November 2019 by Citygate Associates, LLC

* Three-department assessment and study (Morgan Hill, Gilroy, and South Santa Clara County Fire District)

Highlights of the 31 findings and 7 recommendations that apply to Morgan Hill (slide 37)

* Not enough firefighters in the City to address a single serious incident (structure fire, multi-casualty incident or address multiple incidents)

*Morgan Hill is dependent on South Santa Clara County Fire District to provide an effective response force to achieve needed staffing at a single residential structure fire the City relies on other fire departments

Highlights of SOC (continued): (slide 38)

* **Traffic congestion affects response times in core areas of the City**

* Need a third staffed fire station and the staffing and resources to meet current demand **and generally accepted response time standards**

Highlights of SOC (continued): (slide 39)

* **Average Unit travel times are 2-3 minutes slower than generally accepted standards**

* The cooperative service model is the best alternative going forward for cost-effective delivery of fire services in South County

Additional Challenges (slide 40)

* Continued increase in calls for service

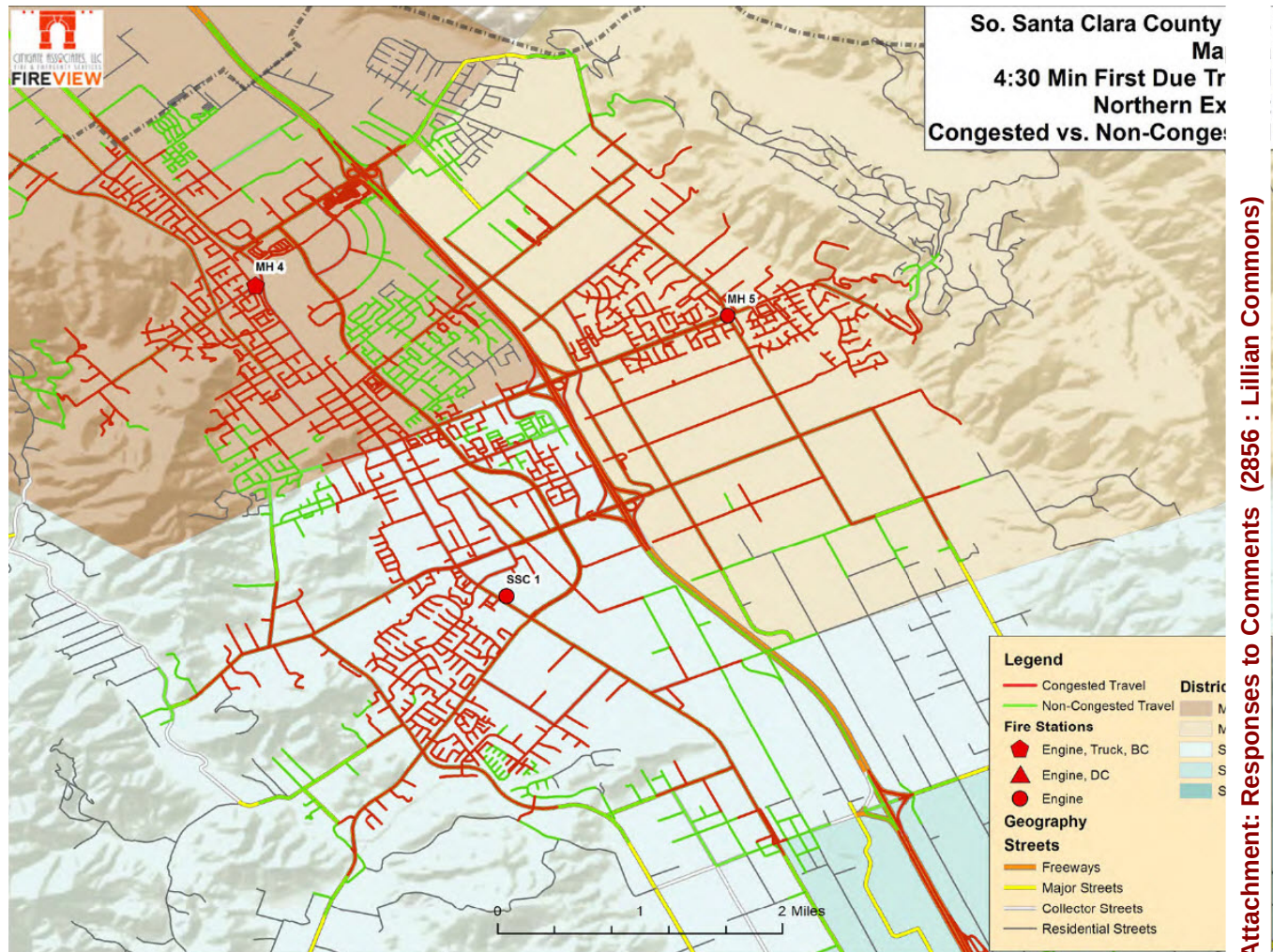
As a result of the current situation and the key findings from the 2019 Standards of Coverage Assessment the City has stated in multiple documents that:

“A third fire station has been recommended per the City’s Standards of Coverage Assessment (2019) and the Public Safety Master Plan (2016). During the dissolution of the Redevelopment Agency, the settlement agreement provided for the City to retain property on Butterfield Boulevard for this third Fire Station. However, the agreement requires the property to be constructed by 2024. In addition to the cost of the construction of the building, there will be approximately **\$2.3 million** in required staffing and **\$1.5 million** in new equipment costs associated with outfitting the station.”

(<https://www.morgan-hill.ca.gov/DocumentCenter/View/35889/Engage-Morgan-Hill-key-topic-flyers?bidId=>)

However, as the City Manager said at the January 24th, 2020 Goal Setting Workshop “we’re talking about 2.3 Million dollars. We don’t have any of that”.

As noted above, one of the key findings in the Standards of Coverage Assessment was that **“Traffic congestion affects response times in core areas of the City”**. What is meant by ‘core areas of the City’? The Coverage Assessment using actual location data, includes maps showing “congested vs. non-congested” streets.



<https://www.morgan-hill.ca.gov/DocumentCenter/View/35788/Vol-2---So-Santa-Clara-County-Fire-Departments-Standard-of-Coverage-Study-Map-Atlas---Final?bidId=>

‘Core areas’ includes major portions of the City INCLUDING THE LOCATION OF THE PROPOSED PROJECT.

CEQA requires that a project’s impact on emergency services response times and public safety must be adequately analyzed. What does the Initial Study say?

On page 119 , the Existing Conditions for Fire Protection states *“In general, the response time meets the current standard of eight minutes 95 percent of the time. Based on estimated driving times provided by Google Maps, the project site is located within three*

minutes driving distance of the 15670 Monterey Street Fire Station”

What is the reference for the above Existing Conditions given on page 119 of the IS?

Why wasn't a reference included in the IS?

Many other environmental reviews (IS's and EIR's) approved by the MH Planning Department and David J. Powers and involving Hexagon use the exact same phrase, "in general, the response time meets the current standard of eight minutes 95 percent of the time" and reference it to language from a **2012 proposal**. Is the language used above to represent the **Existing Conditions (in 2020)** also from that 2012 proposal?

At what time of day and over how many measurements was the 'estimated driving times provided by Google Maps" determined? Was the estimated driving time just literally taken from Google Maps directions?

How was the additional traffic that will be generated by the proposed project factored into the KNOWN EXISTING CONDITION that "traffic congestion affects response times in core areas of the City"?

How will peak AM and PM traffic generated by the project impact the Average Unit travel time which are KNOWN to be currently be **2-3 minutes slower than generally accepted standards**?

Why should the public have ANY TRUST in this Initial Study when it states a set of existing conditions for Fire Protection that are knowingly false and ignores the CEQA requirement to adequately study the project's impact on emergency services response time when a delayed response could literally mean the difference between life and death for residents of Morgan Hill?

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276



August 20, 2020

Adam Paszkowski,
Principal Planner
17575 Peak Avenue
Morgan Hill, CA 95037

SUBJECT: Notice of Intent to adopt a mitigated negative declaration for the Lillian Commons Medical Campus

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the : Notice of Intent to adopt a mitigated negative declaration for the Lillian Commons Medical Campus, and is submitting the following comments:

- Under GP 2035 mitigation at Tenant and Condit, the decision to install a traffic signal should not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant should be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection would be mitigated with payment of the traffic impact fee, as determined by City staff.
- Please coordinate with County for the proposed signal installation at Tennant and Condit

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.

Attachment: Responses to Comments (2856 : Lillian Commons)

Lillian Commons Medical Campus Project
Initial Study/Mitigated Negative Declaration
Responses to Public Comments

**APPENDIX B: QUEUING ANALYSIS FOR ON/OFF
RAMPS TO U.S. 101 AT TENNANT AVENUE**

Tennant Off-Ramp Queue Lengths

Scenario			Queue Length ¹ (feet)			
			US 101 SB Off-Ramps and Tennant Avenue		US 101 NB Off-Ramps and Tennant Avenue	
			SBL/T ²	SBR ²	NBL ²	NBT/R ²
Storage			325	1,825	1,700	475
Existing	AM		50	525	175	75
	PM		100	375	150	50
Existing + Project	AM		50	575	200	75
	PM		100	425	175	50
Year 2035 No Project	AM		150	925	275	200
	PM		150	900	225	125
Year 2035 + Project	AM		150	900	250	200
	PM		150	900	225	125
Maximum			150	925	275	200
Storage - Maximum			175	900	1,425	275

Notes:

¹Queue lengths were obtained from Traffix assuming 25 feet per vehicle.

²SBL/T = southbound left/through; SBR = southbound right;
NBL = northbound left; NBT/R = northbound through/right

Tennant On-Ramp Queue Lengths

Scenario		Queue Length ¹ (feet)	
		US 101 NB Loop On-Ramp from EB Tennant Avenue ²	US 101 SB Diagonal On- Ramp at Tennant Avenue
Storage		625	800
Existing	AM	0 ³	Meter Off
	PM	Meter Off	0
Existing + Project	AM	0 ³	Meter Off
	PM	Meter Off	0
Year 2035 No Project	AM	0 ³	Meter Off
	PM	Meter Off	0
Year 2035 + Project	AM	0 ³	Meter Off
	PM	Meter Off	0
Maximum Storage - Maximum		0 625	0 800

Notes:

¹Queue lengths were calculated based on the meter rate and ramp volumes assuming 25 feet per vehicle. The reported queues represent the queue lengths after each of the 15-minute intervals in the peak hour.

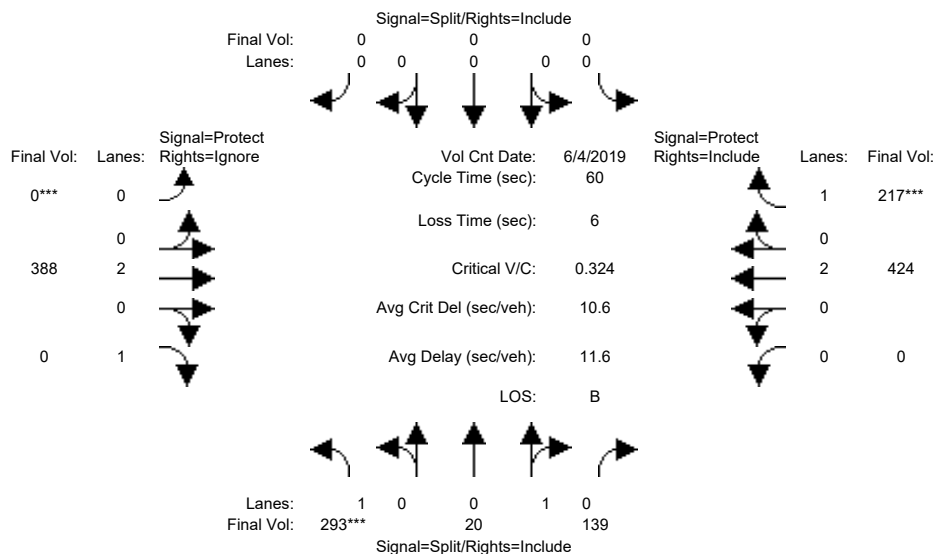
²NB = northbound; EB = eastbound; SB = southbound

³The meter was observed to be off during the AM on 08/25/2020. To be conservative, the meter was assumed to be active with the same meter rate (600 vehicles per hour) as the US 101 northbound diagonal on-ramp from westbound Cochrane Road.

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



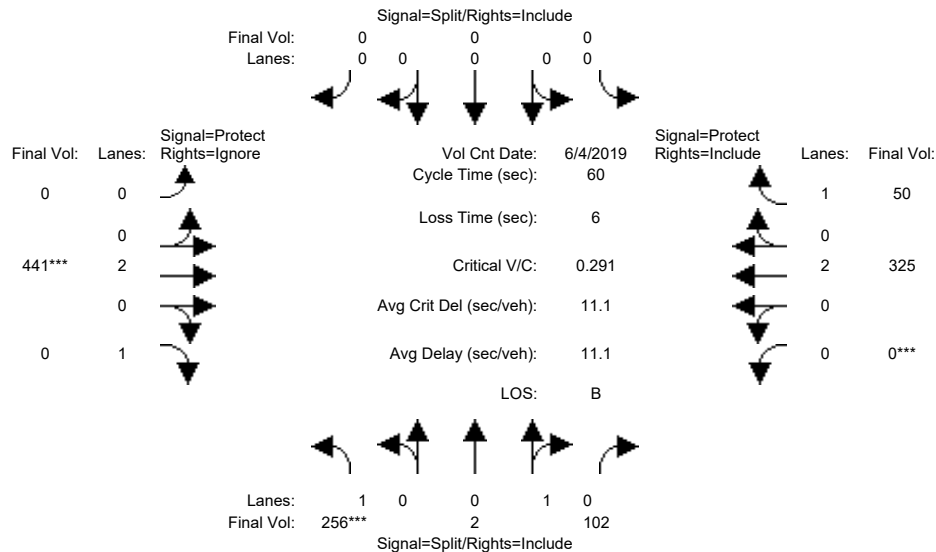
Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	293	20	139	0	0	0	0	388	602	0	424	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	20	139	0	0	0	0	388	602	0	424	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	20	139	0	0	0	0	388	602	0	424	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	293	20	139	0	0	0	0	388	0	0	424	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	20	139	0	0	0	0	388	0	0	424	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	293	20	139	0	0	0	0	388	0	0	424	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.13	0.87	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	226	1574	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.11	0.12
Crit Moves:	****						****					****
Green Time:	31.0	31.0	31.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	23.0	23.0
Volume/Cap:	0.32	0.17	0.17	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.29	0.32
Delay/Veh:	8.6	7.8	7.8	0.0	0.0	0.0	0.0	12.8	0.0	0.0	13.0	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	7.8	7.8	0.0	0.0	0.0	0.0	12.8	0.0	0.0	13.0	13.3
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	3	3	0	0	0	0	5	0	0	6	6

Note: Queue reported is the number of cars per lane.

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	256	2	102	0	0	0	0	441	440	0	325	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	2	102	0	0	0	0	441	440	0	325	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	2	102	0	0	0	0	441	440	0	325	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	256	2	102	0	0	0	0	441	0	0	325	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	2	102	0	0	0	0	441	0	0	325	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	256	2	102	0	0	0	0	441	0	0	325	50

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	35	1765	0	0	0	0	3800	1750	0	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.09	0.03
Crit Moves:	***							***			***	
Green Time:	30.1	30.1	30.1	0.0	0.0	0.0	0.0	23.9	0.0	0.0	23.9	23.9
Volume/Cap:	0.29	0.12	0.12	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.21	0.07
Delay/Veh:	8.9	8.0	8.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.0	8.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.0	11.2
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	6	2	2	0	0	0	0	5	0	0	4	1

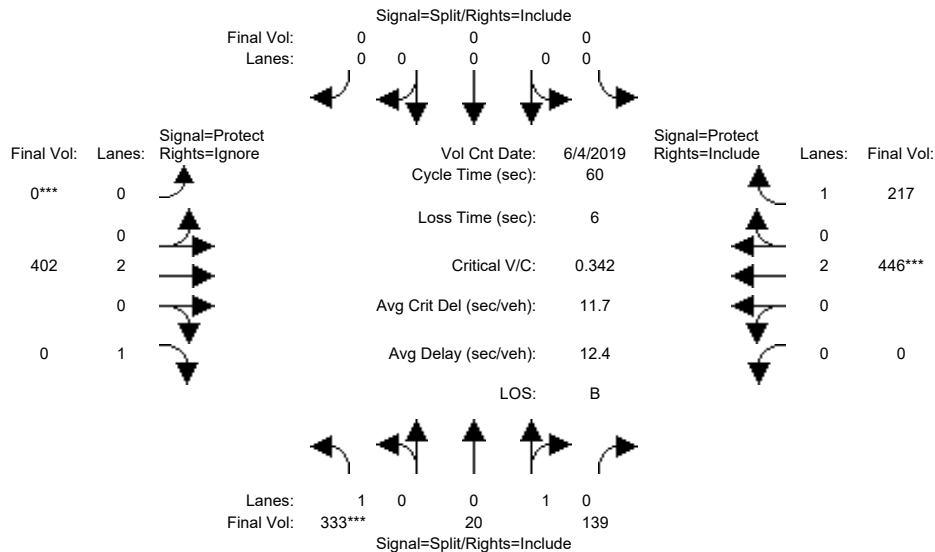
Note: Queue reported is the number of cars per lane.

Attachment: Responses to Comments (2856 : Lillian Commons)

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

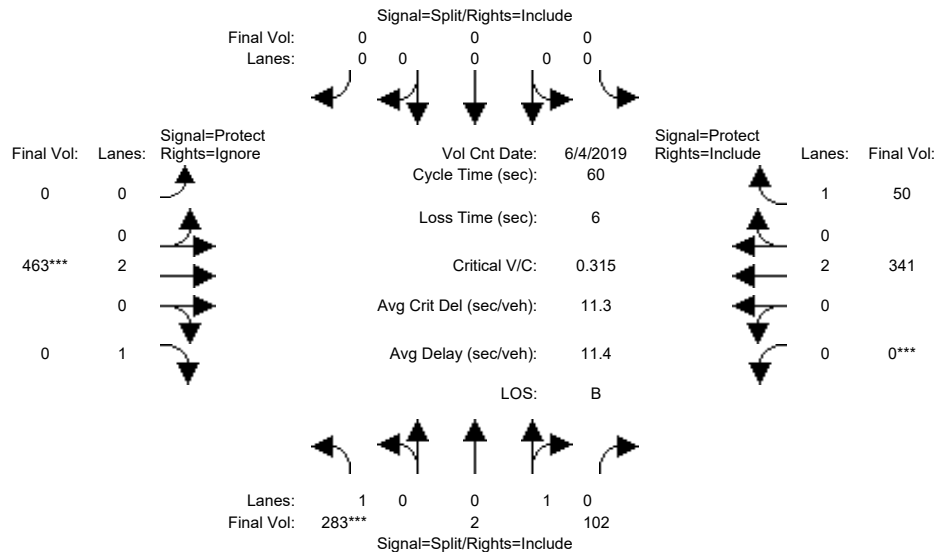


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	293	20	139	0	0	0	0	388	602	0	424	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	20	139	0	0	0	0	388	602	0	424	217
Added Vol:	40	0	0	0	0	0	0	14	35	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	20	139	0	0	0	0	402	637	0	446	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	333	20	139	0	0	0	0	402	0	0	446	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	20	139	0	0	0	0	402	0	0	446	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	333	20	139	0	0	0	0	402	0	0	446	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.13	0.87	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	226	1574	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.12	0.12
Crit Moves:	***						***			***		
Green Time:	33.4	33.4	33.4	0.0	0.0	0.0	0.0	20.6	0.0	0.0	20.6	20.6
Volume/Cap:	0.34	0.16	0.16	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.36
Delay/Veh:	7.5	6.5	6.5	0.0	0.0	0.0	0.0	14.6	0.0	0.0	14.8	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	6.5	6.5	0.0	0.0	0.0	0.0	14.6	0.0	0.0	14.8	15.1
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	8	3	3	0	0	0	0	5	0	0	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

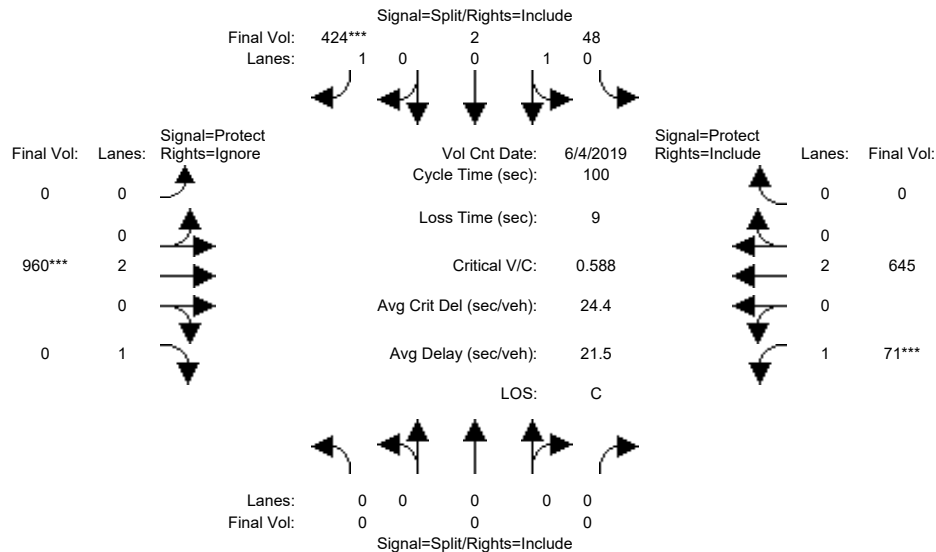


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	256	2	102	0	0	0	0	441	440	0	325	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	2	102	0	0	0	0	441	440	0	325	50
Added Vol:	27	0	0	0	0	0	0	22	41	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	2	102	0	0	0	0	463	481	0	341	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	283	2	102	0	0	0	0	463	0	0	341	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	2	102	0	0	0	0	463	0	0	341	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	283	2	102	0	0	0	0	463	0	0	341	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	35	1765	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.09	0.03
Crit Moves:	****							****			****	
Green Time:	30.8	30.8	30.8	0.0	0.0	0.0	0.0	23.2	0.0	0.0	23.2	23.2
Volume/Cap:	0.32	0.11	0.11	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.23	0.07
Delay/Veh:	8.7	7.6	7.6	0.0	0.0	0.0	0.0	13.0	0.0	0.0	12.5	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.6	7.6	0.0	0.0	0.0	0.0	13.0	0.0	0.0	12.5	11.7
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	2	2	0	0	0	0	6	0	0	4	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

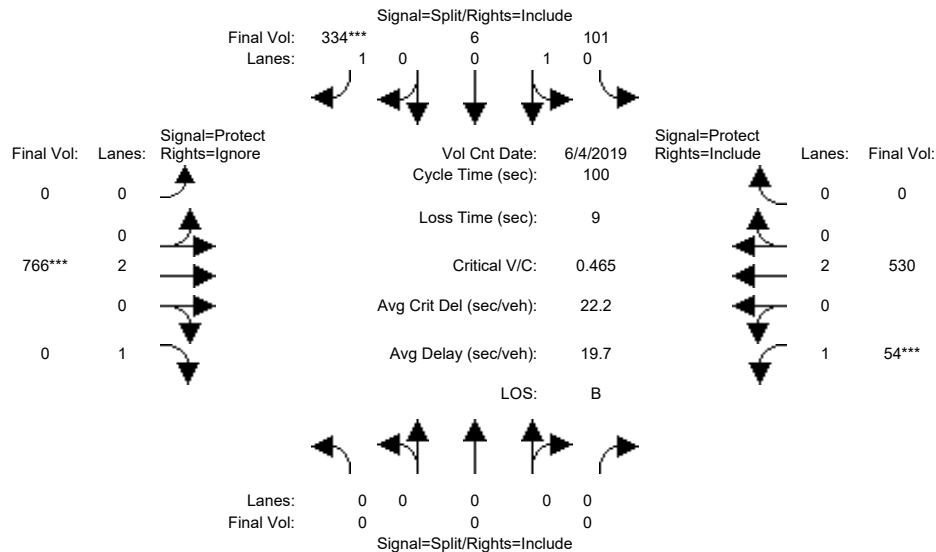


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	48	2	424	0	960	205	71	645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	2	424	0	960	205	71	645	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	2	424	0	960	205	71	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	2	424	0	960	0	71	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	2	424	0	960	0	71	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	48	2	424	0	960	0	71	645	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1728	72	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.24	0.00	0.25	0.00	0.04	0.17	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	41.1	41.1	41.1	0.0	42.9	0.0	7.0	49.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.59	0.00	0.59	0.00	0.58	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	17.9	24.2	0.0	22.4	0.0	51.9	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.9	17.9	24.2	0.0	22.4	0.0	51.9	15.2	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	2	2	21	0	21	0	5	11	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

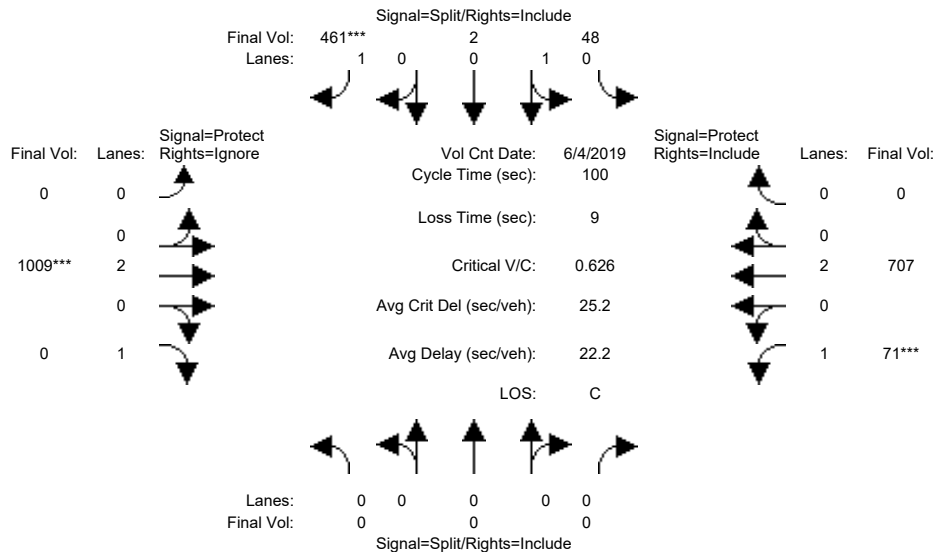


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	101	6	334	0	766	428	54	530	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	6	334	0	766	428	54	530	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	6	334	0	766	428	54	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	6	334	0	766	0	54	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	6	334	0	766	0	54	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	6	334	0	766	0	54	530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1699	101	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.19	0.00	0.20	0.00	0.03	0.14	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	43.1	0.0	7.0	50.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.47	0.00	0.47	0.00	0.44	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	18.7	18.7	22.1	0.0	20.5	0.0	47.1	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.7	18.7	22.1	0.0	20.5	0.0	47.1	14.5	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	4	4	15	0	16	0	4	9	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

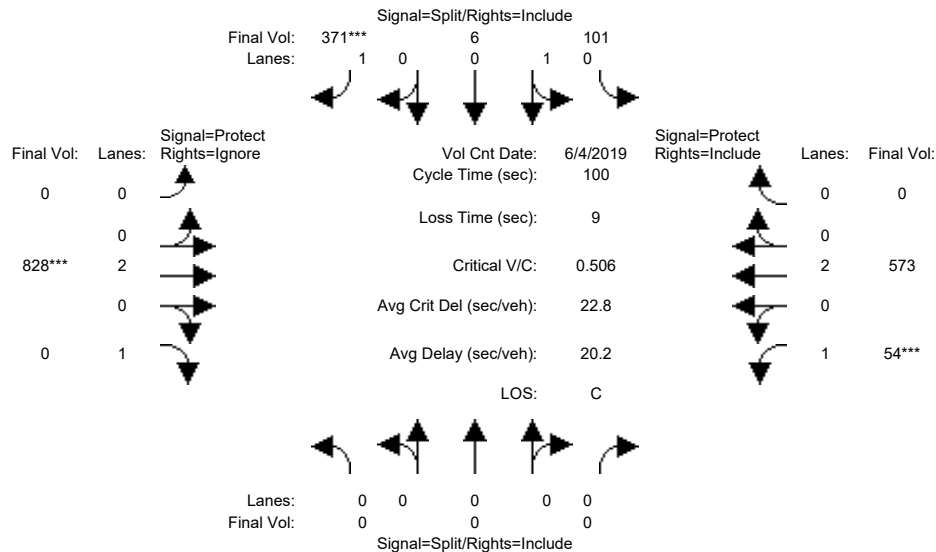


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	48	2	424	0	960	205	71	645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	2	424	0	960	205	71	645	0
Added Vol:	0	0	0	0	0	37	0	49	24	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	2	461	0	1009	229	71	707	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	2	461	0	1009	0	71	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	2	461	0	1009	0	71	707	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	48	2	461	0	1009	0	71	707	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1728	72	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.26	0.00	0.27	0.00	0.04	0.19	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	41.8	41.8	41.8	0.0	42.2	0.0	7.0	49.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.63	0.00	0.63	0.00	0.58	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	17.4	17.4	24.7	0.0	23.6	0.0	51.9	16.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	17.4	24.7	0.0	23.6	0.0	51.9	16.0	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	2	2	23	0	23	0	5	13	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

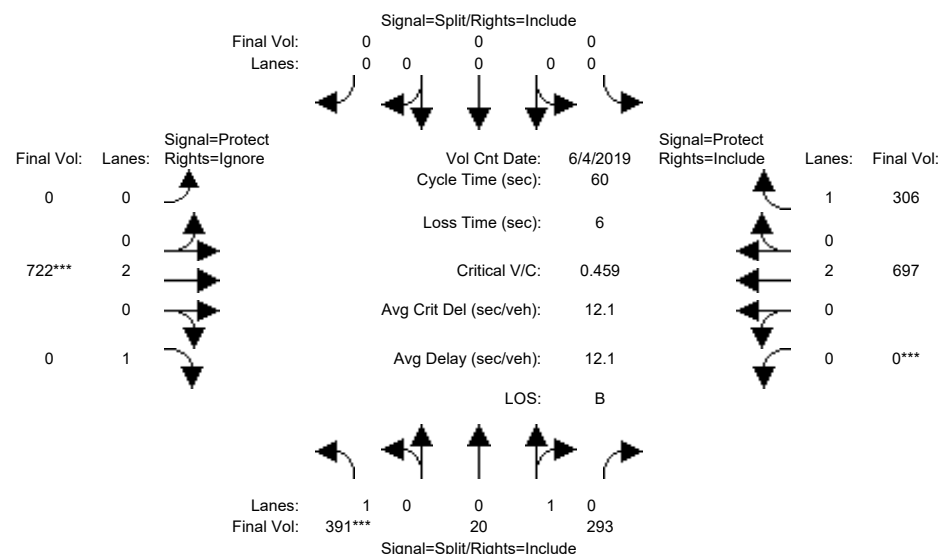


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	101	6	334	0	766	428	54	530	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	6	334	0	766	428	54	530	0
Added Vol:	0	0	0	0	0	37	0	62	39	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	6	371	0	828	467	54	573	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	6	371	0	828	0	54	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	6	371	0	828	0	54	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	101	6	371	0	828	0	54	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1699	101	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.21	0.00	0.22	0.00	0.03	0.15	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	41.4	41.4	41.4	0.0	42.6	0.0	7.0	49.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.14	0.51	0.00	0.51	0.00	0.44	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	18.3	22.4	0.0	21.4	0.0	47.1	15.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.3	18.3	22.4	0.0	21.4	0.0	47.1	15.1	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2k95thQ:	0	0	0	4	4	17	0	18	0	4	10	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



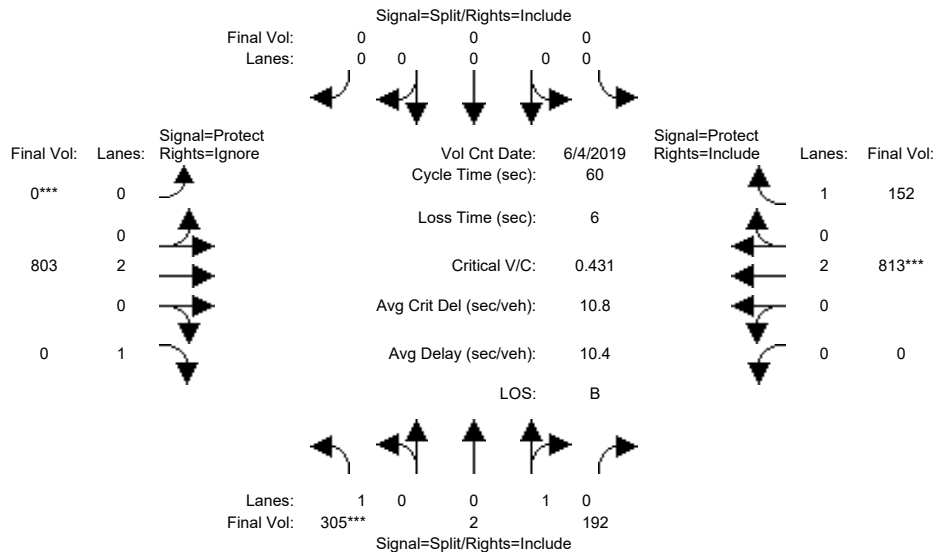
Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	391	20	293	0	0	0	0	722	602	0	697	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	20	293	0	0	0	0	722	602	0	697	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	20	293	0	0	0	0	722	602	0	697	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	391	20	293	0	0	0	0	722	0	0	697	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	20	293	0	0	0	0	722	0	0	697	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	391	20	293	0	0	0	0	722	0	0	697	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.06	0.94	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	115	1685	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.18	0.17
Crit Moves:	****							****			****	
Green Time:	29.2	29.2	29.2	0.0	0.0	0.0	0.0	24.8	0.0	0.0	24.8	24.8
Volume/Cap:	0.46	0.36	0.36	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.42
Delay/Veh:	10.6	9.8	9.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	12.8	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	9.8	9.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	12.8	12.9
LOS by Move:	B	A	A	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	11	8	8	0	0	0	0	9	0	0	10	9

Note: Queue reported is the number of cars per lane.

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

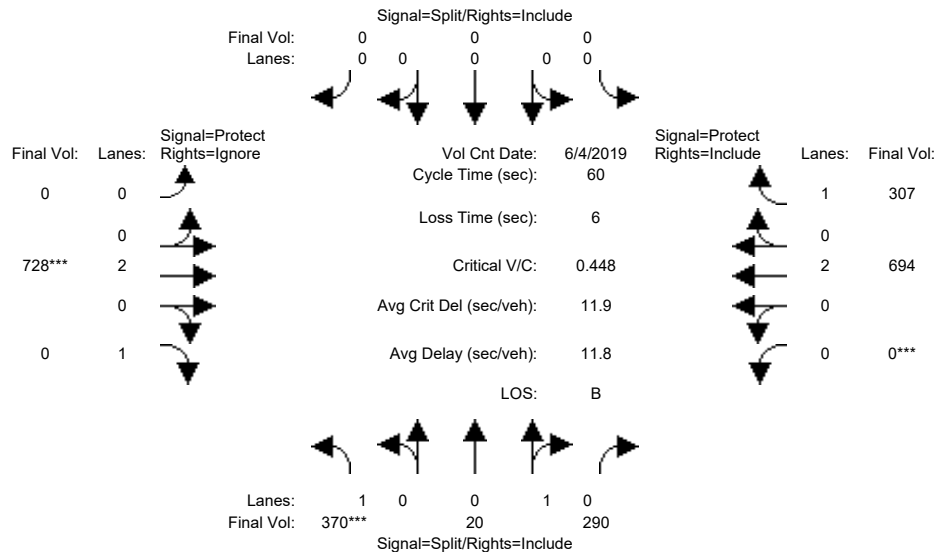


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	305	2	192	0	0	0	0	803	440	0	813	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	2	192	0	0	0	0	803	440	0	813	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	2	192	0	0	0	0	803	440	0	813	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	305	2	192	0	0	0	0	803	0	0	813	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2	192	0	0	0	0	803	0	0	813	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	305	2	192	0	0	0	0	803	0	0	813	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.01	0.99	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	19	1781	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.21	0.09
Crit Moves:	***						***			***		
Green Time:	24.2	24.2	24.2	0.0	0.0	0.0	0.0	29.8	0.0	0.0	29.8	29.8
Volume/Cap:	0.43	0.27	0.27	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.43	0.18
Delay/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.4
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	9	5	5	0	0	0	0	9	0	0	10	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

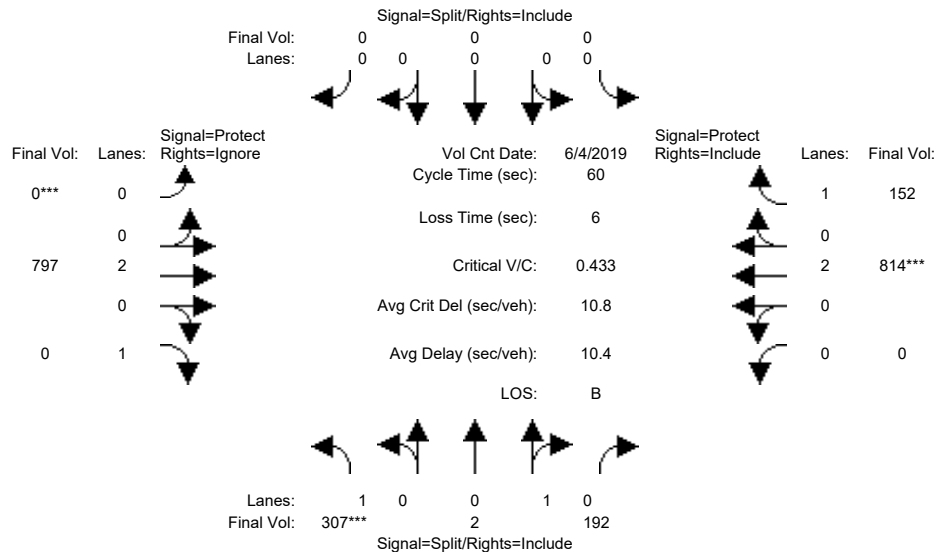


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	370	20	290	0	0	0	0	728	602	0	694	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	290	0	0	0	0	728	602	0	694	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	20	290	0	0	0	0	728	602	0	694	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	370	20	290	0	0	0	0	728	0	0	694	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	20	290	0	0	0	0	728	0	0	694	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	370	20	290	0	0	0	0	728	0	0	694	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.06	0.94	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	116	1684	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.18	0.18
Crit Moves:	***							***			***	
Green Time:	28.3	28.3	28.3	0.0	0.0	0.0	0.0	25.7	0.0	0.0	25.7	25.7
Volume/Cap:	0.45	0.36	0.36	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.43	0.41
Delay/Veh:	11.0	10.4	10.4	0.0	0.0	0.0	0.0	12.3	0.0	0.0	12.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.4	10.4	0.0	0.0	0.0	0.0	12.3	0.0	0.0	12.2	12.3
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	10	8	8	0	0	0	0	9	0	0	9	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

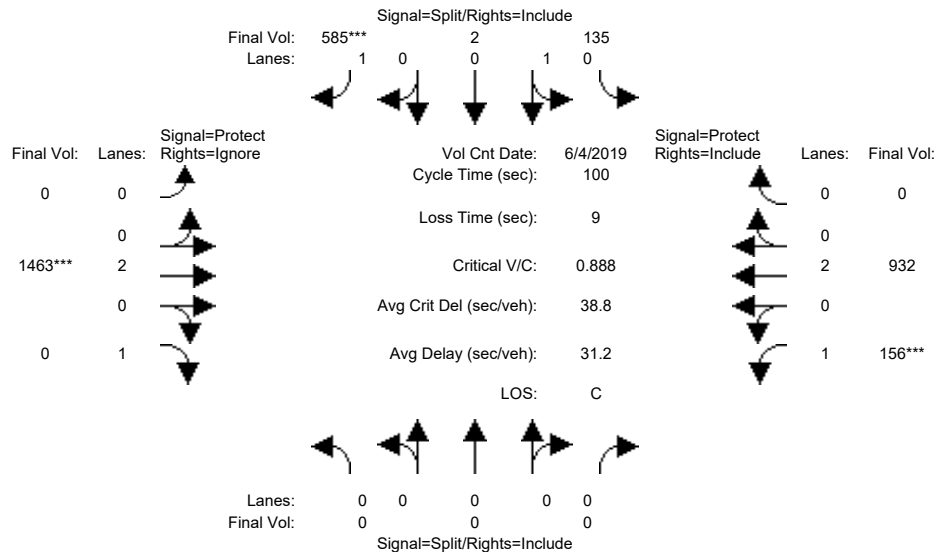


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	307	2	192	0	0	0	0	797	440	0	814	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	2	192	0	0	0	0	797	440	0	814	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	2	192	0	0	0	0	797	440	0	814	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	307	2	192	0	0	0	0	797	0	0	814	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	2	192	0	0	0	0	797	0	0	814	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	307	2	192	0	0	0	0	797	0	0	814	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.01	0.99	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	19	1781	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.21	0.09
Crit Moves:	***						***			***		
Green Time:	24.3	24.3	24.3	0.0	0.0	0.0	0.0	29.7	0.0	0.0	29.7	29.7
Volume/Cap:	0.43	0.27	0.27	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.43	0.18
Delay/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	9	5	5	0	0	0	0	9	0	0	10	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

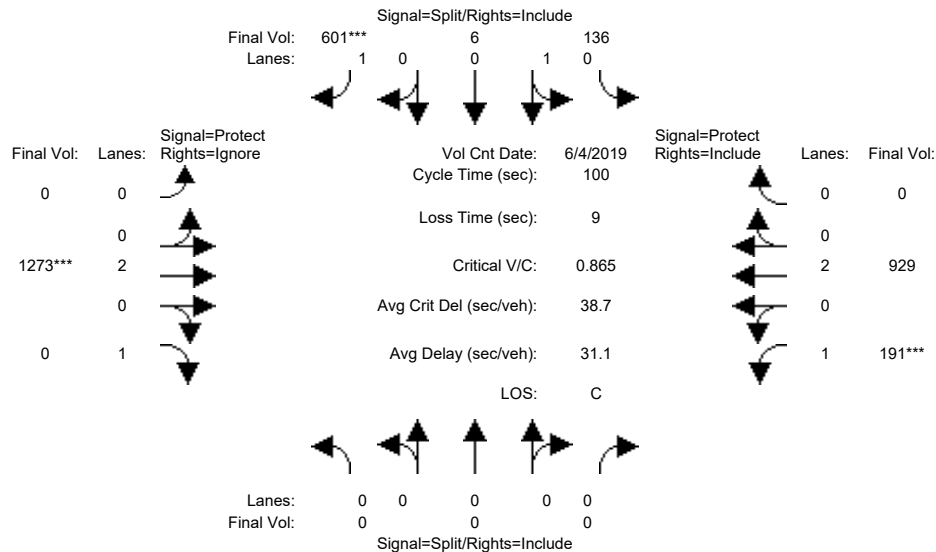


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	135	2	585	0	1463	269	156	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	2	585	0	1463	269	156	932	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	2	585	0	1463	269	156	932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	2	585	0	1463	0	156	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	2	585	0	1463	0	156	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	2	585	0	1463	0	156	932	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1774	26	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.33	0.00	0.39	0.00	0.09	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	37.6	37.6	37.6	0.0	43.3	0.0	10.0	53.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.89	0.00	0.89	0.00	0.89	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	21.2	43.2	0.0	32.4	0.0	82.5	14.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	21.2	43.2	0.0	32.4	0.0	82.5	14.6	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	F	B	A
HCM2k95thQ:	0	0	0	6	6	37	0	40	0	11	16	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

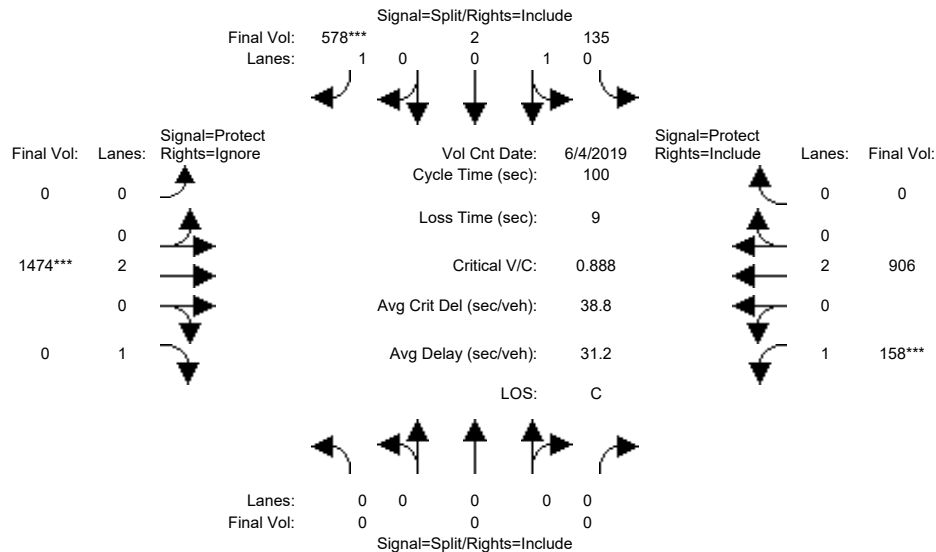


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	136	6	601	0	1273	529	191	929	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	136	6	601	0	1273	529	191	929	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	136	6	601	0	1273	529	191	929	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	136	6	601	0	1273	0	191	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	6	601	0	1273	0	191	929	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	6	601	0	1273	0	191	929	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1724	76	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.34	0.00	0.34	0.00	0.11	0.24	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	39.7	39.7	39.7	0.0	38.7	0.0	12.6	51.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.87	0.00	0.87	0.00	0.87	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	19.9	19.9	38.8	0.0	33.9	0.0	71.0	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.9	19.9	38.8	0.0	33.9	0.0	71.0	15.9	0.0
LOS by Move:	A	A	A	B	B	D	A	C	A	E	B	A
HCM2k95thQ:	0	0	0	6	6	36	0	35	0	13	17	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

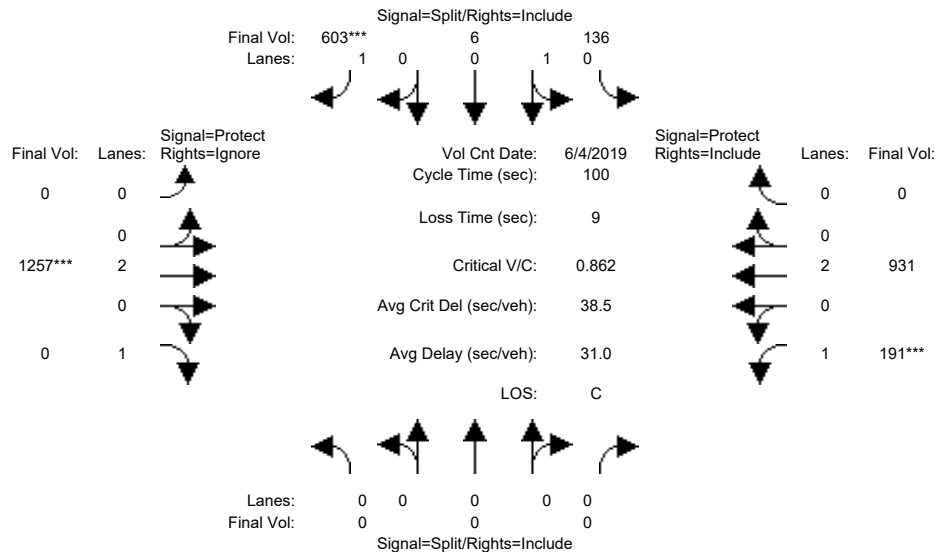


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	135	2	578	0	1474	277	158	906	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	2	578	0	1474	277	158	906	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	2	578	0	1474	277	158	906	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	2	578	0	1474	0	158	906	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	2	578	0	1474	0	158	906	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	2	578	0	1474	0	158	906	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1774	26	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.33	0.00	0.39	0.00	0.09	0.24	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	37.2	37.2	37.2	0.0	43.7	0.0	10.2	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.89	0.00	0.89	0.00	0.89	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	21.5	43.6	0.0	32.2	0.0	82.1	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	21.5	43.6	0.0	32.2	0.0	82.1	14.2	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	F	B	A
HCM2k95thQ:	0	0	0	6	6	36	0	40	0	12	15	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	136	6	603	0	1257	507	191	931	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	136	6	603	0	1257	507	191	931	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	136	6	603	0	1257	507	191	931	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	136	6	603	0	1257	0	191	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	6	603	0	1257	0	191	931	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	136	6	603	0	1257	0	191	931	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1724	76	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.34	0.00	0.33	0.00	0.11	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	40.0	40.0	40.0	0.0	38.4	0.0	12.7	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.86	0.00	0.86	0.00	0.86	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	38.2	0.0	33.9	0.0	70.3	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	19.7	38.2	0.0	33.9	0.0	70.3	16.1	0.0
LOS by Move:	A	A	A	B	B	D	A	C	A	E	B	A
HCM2k95thQ:	0	0	0	6	6	36	0	35	0	13	17	0
Note: Queue reported is the number of cars per lane.												

MITIGATION MONITORING AND REPORTING PROGRAM

Lillian Commons Medical Campus Project

File Numbers: GPA2019-0005, ZA2019-0016,
SD2019-0007 and EA2019-0023

September 2020



PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation.

The Initial Study (IS) prepared for the Lillian Commons Medical Campus Project concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This MMRP addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the IS concluded that the impacts from implementation of the project would be less than significant.

I, _____, the applicant, on the behalf of _____, hereby agree to fully implement the Mitigation Measures described below which have been developed in conjunction with the preparation of an IS for my proposed project. I understand that these mitigation measures or substantially similar measures will be adopted as conditions of approval with my development permit request to avoid or significantly reduce potential environmental impacts to a less than significant level, where feasible.

Project Applicant's Signature _____

Date _____



MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
AIR QUALITY			
Impact AIR-1: The project would implement BAAQMD best management practices to ensure construction-related criteria pollutant emissions impacts are reduced to less than significant levels.			
Standard Condition AIR-1: The following BAAQMD BMPs would be implemented as standard conditions: • All exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	To be implemented by the applicant and contractors during construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of grading and building permits.	Director of the City's Development Services Department.

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
• Replant vegetation in disturbed areas as soon as possible after completion of construction. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.			
Impact AIR-3: The project would exceed BAAQMD thresholds for construction impacts.			
MM AIR-3.1: The project applicant shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve	To be implemented by the applicant and contractors during construction.	All measures will be required as part of the development permit. All measures will be printed on	Director of the Development Services Department.

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
a fleet-wide average 70-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following: All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 particulate matter emissions standards. Alternatively, diesel-powered equipment that meets U.S. EPA Tier 2 or 3 engines include CARB-certified Level 3 Diesel Particulate Filters (or equivalent) would meet this requirement, as would the use of equipment that is electrically powered or uses non-diesel fuels.		all construction documents, contracts, and project plans prior to issuance of grading and building permits.	
BIOLOGICAL RESOURCES			
Impact BIO-1: Construction activities on the project site could result in the loss of raptor and/or migratory bird eggs or nestlings, either directly by destroying an active nest or indirectly by disturbing and causing the abandonment of an active nest.			
MM BIO-1.1: Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1 st and January 31 st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1 st and August 31 st , then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or	To be implemented by qualified biologist prior to issuance of any grading and/or building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of any grading and/or building permits.	Director of Development Services Department.

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests. MM BIO-1.2: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit.			
Impact BIO-5: The removal, cutting down, poisoning, or other destruction of protected trees, including pruning that would reduce the canopy area by more than 25 percent of any Ordinance sized tree, would require permits or mitigation measures under the City Municipal Code.			
MM BIO-5.1: To the extent feasible, activities shall avoid impacts to any protected trees. Avoidance is considered to be completely avoiding any work or staging under the dripline of trees. The boundary of the designated avoidance buffer shall be flagged or fenced prior to initial ground disturbance. If complete avoidance is not feasible, BIO MM-5.2 shall be implemented.	To be implemented by qualified biologist prior to issuance of any grading and/or building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of any grading and/or building permits.	Director of the Development Services Department.

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
MM BIO-5.2: The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City.			
CULTURAL RESOURCES			
Impact CUL-1: Previously unrecorded archaeological resources and/or human remains could be uncovered during project construction.			
Standard Condition CUL-1: In the event of the unintentional discovery of undocumented human remains or significant historic or archaeological materials during construction, the following policies and procedures for treatment and disposition measures shall be implemented: • If human remains are encountered, they shall be treated with dignity and respect as due to them. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld. ○ Remains shall not be held by human hands. Surgical gloves shall be worn if remains need to be handled.	To be implemented by the applicant and contractors during construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of any grading and/or building permits.	Director of Development Services Department.

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
○ Surgical mask shall also be worn to prevent exposure to pathogens that may be associated with the remains. • In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Ground-disturbing project activities may continue in other areas that are outside the discovery location. • An “exclusion zone” where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery, or if on-site at the time of discovery, by the Monitoring Archaeologist (typically 25 to 50 foot buffer for a single burial or archaeological find). • The discovery location shall be secured as directed by the City if considered prudent to avoid further disturbances. • The Contractor Foreman or authorized representative, or party who made the discovery shall be responsible for immediately contacting by telephone the			

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
parties listed below to report the find and initiate the consultation process for treatment and disposition: ○ The City of Morgan Hill Development Services Director ○ The Contractor's Point(s) of Contact ○ The Coroner of the County of Santa Clara (if human remains found) ○ The Native American Heritage Commission (NAHC) in Sacramento ○ The Amah Mutsun Tribal Band • The Coroner will have two working days to examine the human remains after being notified of the discovery. If the remains are Native American, the Coroner has 24 hours to notify the NAHC. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD). (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.) • Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose. • Within 48 hours of their notification by the NAHC, the MLD may recommend to the City's Community Development			

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the Amah Mutsun Tribal Band may be considered and carried out. If the MLD recommendation is rejected by the City of Morgan Hill, the parties will attempt to mediate the disagreement with the NAHC. If mediation fails, then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.			
GEOLOGY AND SOILS			
Impact GEO-1: The project site would experience intense ground shaking in the event of a large earthquake, which could result in a significant geological impact.			
Standard Condition GEO-1: To avoid or minimize potential damage from seismic shaking, the proposed development shall be built using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of a design-level geotechnical investigation, which will be included in a report to the City. The structural designs for	To be implemented by the applicant and contractors prior to issuance of a building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of building permits.	Director of the Development Services Department.

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
the proposed development will account for repeatable horizontal ground accelerations. The report shall be reviewed and approved by the City of Morgan Hill Building Division prior to issuance of a building permit. The buildings will be required to meet the requirements of applicable Building and Fire Codes, including the 2017 California Building Code Chapter 16, Section 1613, as adopted or updated by the City. The project will be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property to the extent feasible and in compliance with the Building Code.			
Impact GEO-2: Ground disturbance would expose soils and increase the potential for wind or water related erosion and sedimentation at the site until construction is complete, which could result in a significant erosion impact.			
Standard Condition GEO-2 (Storm Drain System): Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works. 1. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system. 2. Water Pollution Control Drawings for Sediment and Erosion Control.	To be implemented by the applicant and contractors prior to the issuance of a grading permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of grading permits.	Director of the Development Services Department.
Standard Condition GEO-3 (NPDES Permit Conformance): As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or	To be implemented by the applicant and contractors prior to the issuance of a grading permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans	Director of the Development Services Department.

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
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whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Public Works Department review. The SWPPP shall be made a part of the improvement plans (SWRCB NPDES General Permit CA000002).		prior to issuance of grading permits.	
HYDROLOGY AND WATER QUALITY			
Impact HYD-1: Construction activities could result in significant impacts to water quality due to dust, litter, oil, and other pollutants generated from project construction.			
Standard Condition HYD-1: In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit,	To be implemented by the applicant and contractors prior to and during construction.	All measures will be required as part of the development permit. All measures will be printed on	Director of the Development Services Department

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
the following measures are included in the project to reduce construction-related water quality impacts to a less than significant level: • Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains. • Earthmoving or other dust-producing activities will be suspended during periods of high winds. • All exposed or disturbed soil surfaces will be watered at least twice daily to control dust. • Stockpiles of soil or other materials that can be blown by the wind will be watered or covered. • All trucks hauling soil, sand, and other loose materials will be covered and all trucks will be required to maintain at least two feet of freeboard. • All paved access roads, parking areas, staging areas and residential streets adjacent to the construction site will be swept daily (with water sweepers). Vegetation in disturbed areas will be replanted as quickly as possible.		all construction documents, contracts, and project plans prior to issuance of grading permits.	
Standard Condition HYD-2: As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger	To be implemented by the applicant and during post-construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans	Director of the Development Services Department

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
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common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Land Development Engineering Divisions review. The SWPPP shall be made a part of the improvement plans. (SWRCB NPDES General Permit CA000002).		prior to issuance of grading permits.	
Standard Condition HYD-3: The Project Engineer shall provide a hydrology report demonstrating that post-development stormwater runoff peak flows discharged from the site do not exceed pre-project peak flows for the two (2) through 10-year storm events. Peak flow controls must also meet the flood control standards	To be implemented by the applicant prior to approval of the development permit.	The report shall be provided to the City prior to approval of the development permit.	Director of Development Services Department

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
established by the Santa Clara County Drainage Manual.			
NOISE AND VIBRATION			
Impact NOI-1: Project construction could result in excessive noise levels at nearby noise-sensitive receptors.			
MM NOI-1.1: Develop a noise construction control plan including but not limited to the following construction best management control: • Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds); • Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and • Stationary noise sources shall be located as far from noise-sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures. • Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the	To be implemented by applicant and contractors prior to ground-disturbance activities and during construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of any grading and/or building permits.	Director of the Development Services Department

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
barrier is constructed in a manner that eliminates any cracks or gaps. • Unnecessary idling of internal combustion engines shall be strictly prohibited. • Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors. • Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site. • Where feasible, temporary power service from local utility companies should be used instead of portable generators. • Locate cranes as far from noise-sensitive receptors as possible. • During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible. • Substitute nail guns for manual hammering, where feasible. • Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors.			

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Where feasible, shield saws with a solid screen with material having a minimum surface density of two pounds per square foot (e.g., such as 0.75-inch plywood). • Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible. • During interior construction, the exterior windows facing noise-sensitive receptors should be closed. • During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors. • The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the			

MITIGATIONS	MONITORING AND REPORTING PROGRAM		
	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
notice sent to neighbors regarding the construction schedule.			
Impact NOI-2: While the noise assessment determined that the mechanical equipment noise would be below the noise level thresholds established in the City's Municipal Code with implementation of MM NOI-1.1, the final location of the mechanical equipment has not been finalized. As a result, the following mitigation measure is included in the project.			
MM NOI-2.1: A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA.	To be implemented by applicant prior to approval of building permits.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of building permits.	Director of the Development Services Department.
TRANSPORTATION			
Impact TRN-1: The Tennant Avenue and Condit Road intersection is projected to operate at an unacceptable level of service (LOS F) and have peak-hour traffic volume levels that warrant installation of a traffic signal during PM peak-hour.			
MM TRN-1.1: Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant shall be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection shall be mitigated with payment of the traffic impact fee, as determined by City staff.	Fee to be paid by project applicant prior to issuance of building permits.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of building permits.	Director of the Development Services Department.

Source: City of Morgan Hill. Initial Study. Lillian Commons Medical Campus Project. September 2020.



EMC PLANNING GROUP INC.
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To: Adam Paszkowski – Principal Planner, City of Morgan Hill
From: Michael Groves, AICP, Elizabeth King, and Martin Carver, AICP
Cc: Jennifer Carman – Development Services Director, Cecily Murray
Date: September 10, 2020, Revision September 14, 2020

Re: Lillian Commons/Morgan Hill Medical Campus: Comparison of Traffic and Water Impacts Associated with Possible Land Use Changes (Medical/Office Uses Only—No Residential or Commercial)

Introduction and Summary:

The City of Morgan Hill has requested a comparison of environmental factors that may be affected by the selection of land uses for the project site that are different from the ones evaluated under CEQA in June 2020 (“Initial Study, Lillian Commons Medical Campus,” David J. Powers & Associates, June 2020), hereinafter referred to as Initial Study. The Initial Study studied a mix of land uses including: a hospital, medical offices, urgent care, a restaurant, and 200 units of high-density residential use. The changes evaluated in this memorandum include the elimination of the commercial and residential uses and in their place expanded hospital and medical office uses. Table 1 provides a detailed summary of the changes being studied. Figure 1 shows the changes in the land use plan.

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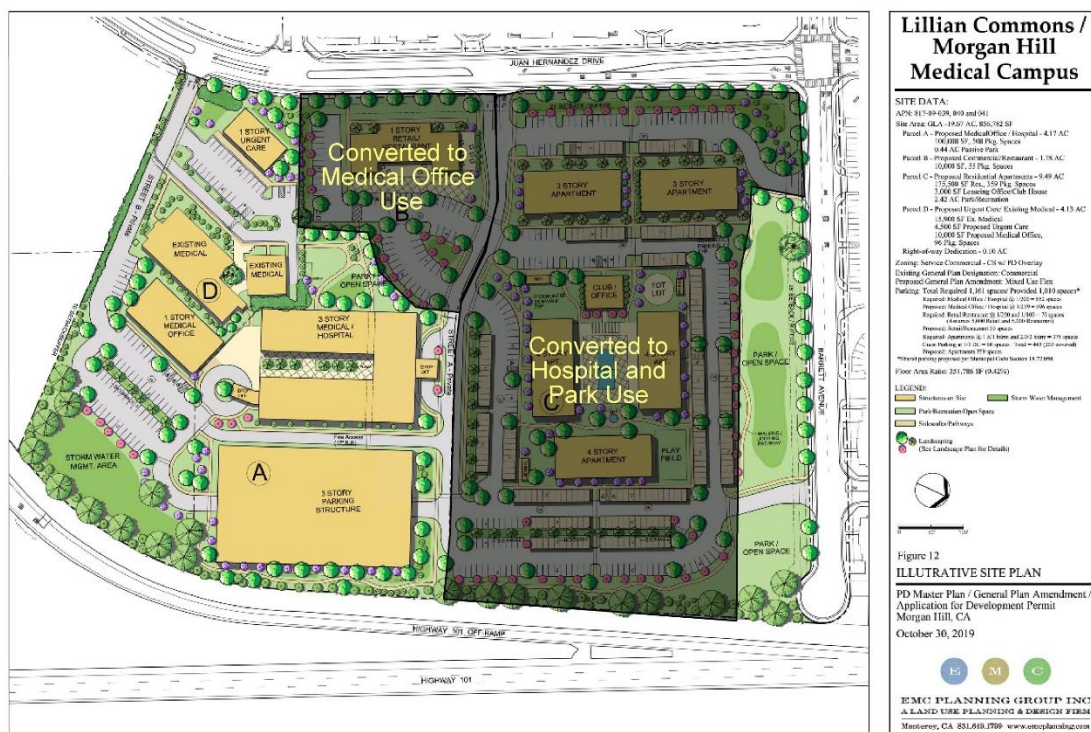
Table 1 Summary of Alternative Land Uses

Use Type	Size	Alternative Use	Size
Parcel A			
Hospital	55 beds	No change	n/a
Parking Structure	500 spaces	No change	n/a
Parcel B			
Commercial	10,000 sf	Medical Office	13,102 sf ¹
Parcel C			
High-Density Residential	200 DU	Hospital	55 beds
Open Space	2.42 acres	No change	n/a
Parcel D			
Medical Office	25,900 sf	No change	n/a
Urgent Care	4,500 sf	No change	n/a

Source: EMC Planning Group; project proponent

Note: ¹-This square footage of this alternative medical office use was estimated by applying the FAR achieved on Parcel D (which is existing and proposed medical office uses).

Figure 1 Changes in Land Use Plan



Environmental Factors Evaluated

The Initial Study identified significant impacts for the original proposed project in the following categories of impact:

- Air Quality (construction dust and TACs)
- Biological Resources (nesting birds, tree protection)
- Greenhouse Gas Emissions (operational emissions)
- Noise (construction noise; mechanical equipment noise)
- Transportation (Tennant Avenue and Condit Road – LOS F)

Of these five impact categories identified in the Initial Study, transportation is the primary category with the potential to change significantly as a result of the proposed alternative uses being studied. If transportation impacts worsen as a result of the alternative uses, then GHG and noise impacts would also be expected to worsen. Conversely, if transportation impacts improve as a result of the alternative uses, these other impacts would be expected to lessen. With regard to air quality, the alternative uses would result in approximately the same amount of construction-related impact (i.e., due to grading and construction) but a reduced operational impact (i.e., due to reduced vehicle trips and VMT). With regard to biological impacts, the alternative uses would result in approximately the same degree of disturbance to existing trees on the site.

As demonstrated in the analysis below, transportation impacts can be expected to lessen as a result of the proposed alternative uses. As a result, the other four impact categories are not studied further.

One category of impact that was not identified in the Initial Study as having potential for significant impact is water supply. This memorandum includes an evaluation of projected water consumption to ensure that impacts in this critical category of concern are not worsened as a result of the proposed alternative uses.

Table 2 provides a summary of all impact categories and their potential to change as a result of the proposed alternative land uses.

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Table 2 Summary of Impact Affected Impact Categories

Impact Category	Identified as Potential Impact in Initial Study	Effect of Proposed Alternative Uses	Discussion
Aesthetics	No	No change	
Agriculture/Forestry	No	No change	
Air Quality (Construction)	Yes	No change	Same amount of grading; mechanical equipment
Air Quality (Operational)			Reduced air quality impact due to fewer trips and VMT
Biological Resources	Yes	No change	Same amount of vegetation removal
Cultural Resources	Yes	No change	Same amount of ground disturbance
Energy	No	No change	
Geology and Soils	No	No change	
Greenhouse Gas Emissions	Yes	Improved	Fewer trips/VMT would result in lessened GHG impact
Hazard and Hazardous Materials	No	No change	
Hydrology and Water Quality	No	No change	
Land Use and Planning	No	No change	
Mineral Resources	No	No change	
Noise (Construction)	Yes	No change	Same degree of construction and mechanical noise
Noise (Operational)			Reduced noise impact due to fewer trips and VMT
Population and Housing	No	No change	
Public Services	No	Improved	Elimination of housing would reduce impact on police, fire, schools, etc; expanded hospital use represents a significant improvement in public services for the community
Recreation	No	Improved	Elimination of housing would reduce impact on recreational facilities
Transportation	Yes	Improved	Proposed alternative uses would result in fewer trips and VMT
Tribal Cultural Resources	No	No change	
Utilities and Service Systems	No	Improved	Elimination of restaurant and housing would reduce impact on water supply
Wildfire	No	No change	

Source: EMC Planning Group; David J. Power & Associates

Note:

Attachment: Impact Analysis of Land Use Changes to Medical/Office Only (2856 : Lillian Commons)

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Detailed Transportation Analysis

As discussed above, transportation is the primary category of concern affected by the proposed alternative land uses. This analysis finds that the replacement of the commercial and residential uses with additional hospital and open space uses results in fewer trips and VMT.

The proposed alternative land uses result in an overall reduction in trips and vehicle miles traveled (VMT). This is because commercial and residential uses generate significantly more traffic than medical offices, hospital uses, and public parks.

Table 3 evaluated the impact on trip generation of the proposed alternative land uses.

Attachment: Impact Analysis of Land Use Changes to Medical/Office Only (2856 : Lillian Commons)

Table 3 Trip Generation Analysis

Parcel	Land Use	Size (sf)	Size (Other)	Trip Rate	Trips
Parcel A	Hospital	100,000	55 Beds	22.32	1,228
Parcel D	Medical Office	25,900		34.8	901
	Urgent Care	4,500		38.16	172
	Mixed-Use Reduction				33
	Total Trips				1,040
Parcel Dx	Medical Office	30,400		34.8	1,058
Parcel B	Commercial (sf)	10,000		112.18	1,122
	Mixed-Use Reduction				180
	Total Trips				942
Parcel Bx	Convert Comm. to Med. Office	13,102		34.8	456
Parcel C	Residential (DUs)	211,386	200 DU	5.44	1,088
	Mixed-Use Reduction				196
	Total Trips				892
Parcel Cx	Convert Res. to Hospital	100,000	55 Beds	22.32	1,228
	Neighborhood Park (passive)	217,800	5 Acres	5.00	25
	Original Project Plan Trips (per Initial Study)				4,101
	Alternative Project Plan Trips				3,994
	Trip Change				-107

Source: EMC Planning Group; Hexagon Transportation Consultants, Inc.

Note:

According to the Traffic Impact Analysis prepared by Hexagon Transportation Consultants for the Initial Studyⁱ, the Original Project Plan would benefit from a “decrease in VMT and trips . . . due to the development of the project site with a mixture of . . . land uses. This can be seen in Table 3 above for the Original Project Plan (illustrated in white), which includes a “mixed-use

ⁱ “Lillian Commons Medical Campus Development, Traffic Impact Analysis,” Hexagon Transportation Consultants, Inc, June 19, 2020

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reduction.” The elimination of this mixture of uses means that the reductions in trip and VMT associated with the Original Project no longer apply.

While the Alternative Project would lose the Original Project Plan’s mixed-use characteristics, the Alternative Project would produce fewer trips and fewer vehicle miles travelled, even without the mixed-use reduction (shown in Table 3 above). The nature of the Alternative Project provides for fewer trips, and the addition of a hospital use in Morgan Hill means that residents can access these services without driving to Gilroy or San Jose.

As discussed above, a reduction in vehicle trips and VMT has a cascading effect on related categories of impact. Impacts related to air quality, GHG emissions, and noise would be lessened as a result of reduced traffic impacts.

Detailed Water Use Analysis

According to the Initial Study, the proposed project would demand approximately 88,845 gallons of water per day for indoor use and 31,577 gallons of water per day for outdoor use, for a total demand of 120,422 gpd. This analysis finds that the replacement of the commercial and residential uses with addition hospital and open space uses results in reduced water use of 26,431 gallons per day.

Table 4 evaluated the impact on water consumption of the proposed alternative land uses.

Attachment: Impact Analysis of Land Use Changes to Medical/Office Only (2856 : Lillian Commons)

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 Alternative Use Analysis
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Table 4 Water Consumption Analysis

Parcel	Land Use	Size	Rate of Water Consumption	Water Consumption (gallons/year)	Water Consumption (gallons/day)
Parcel A	Hospital land use				
	Indoor water use:	100,000 sf	125,481 Gal/1,000 sf	13,112,660	35,925
	Outdoor water use:	100,000 sf	23,901 Gal/1,000 sf	2,497,655	6,843
Parcel B	Commercial land use				
	Indoor water use:	10,000 sf	303,534 Gal/1,000 sf	3,035,350	8,316
	Outdoor water use:	10,000 sf	19,374 Gal/1,000 sf	193,740	531
Parcel Bx	Convert Comm, to Med Office				
	Indoor water use:	10,000 sf	125,481 Gal/1,000 sf	1,254,810	3,257
	Outdoor water use:	10,000 sf	23,901 Gal/1,000 sf	239,010	655
Parcel C	Residential Use				
	Indoor water use:	200 DU	65,146 Gal/DU	13,030,800	35,700
	Outdoor water use:	200 DU	41,075 Gal/DU	8,215,000	22,507
Parcel Cx	Convert Res, to Hospital				
	Indoor water use:	100,000 sf	125,481 Gal/1,000 sf	13,112,660	35,925
	Outdoor water use:	100,000 sf	23,901 Gal/1,000 sf	2,497,655	6,843
	Neighborhood Park				
	Outdoor water use:	5 acres	650 GPD/ac		3,250
Parcel D	Medical office land use				
	Indoor water use:	25,900 sf	125,481 Gal/1,000 sf	3,429,958	8,904
	Outdoor water use:	25,900 sf	23,901 Gal/1,000 sf	619,036	1,696
	Urgent Care				
	Indoor water use:	4,500 sf	125,481 Gal/1,000 sf	3,429,958	8,904
	Outdoor water use:	4,500 sf	23,901 Gal/1,000 sf	619,036	1,696
Parcel Dx	Medical office land use				
	Indoor water use:	30,400 sf	125,481 Gal/1,000 sf	3,814,622	9,903
	Outdoor water use:	30,400 sf	23,901 Gal/1,000 sf	726,590	1,991
	Original Project Plan Water Use				131,022
	Alternative Plan Water Use				104,591
	Change (GDP)				-26,431

Source: EMC Planning Group; David J. Power & Associates, Inc.

Attachment: Impact Analysis of Land Use Changes to Medical/Office Only (2856 : Lillian Commons)