CITY OF MORGAN HILL

**Regular 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*

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**Tuesday, May 25, 2021 7:00 pm**

**Virtual Meeting**

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## VIRTUAL MEETING GUIDELINES AND PUBLIC COMMENT

In accordance with Executive Order N-25-20 and guidance from the California Department of Public Health on gatherings, remote public participation is allowed. Physical meetings will not be in the City Council Chamber until further notice.

Planning Commission meetings will be live streamed on Channel 17, on the City's website and on the City's Facebook page. Those members of the community that would like to participate in the meetings remotely may do so by join the virtual meeting at: https://bit.ly/PlanningCommissionMtg or by calling in to: (669) 900-9128, then enter the webinar ID#: 862 0324 6251.

Public comment may be provided in the following ways:

- Join the virtual Planning Commission meeting via the link above, when public comment is opened, raise your virtual hard and be called upon to speak for up to 3 minutes
- Join the virtual meeting by calling in to the number above, dial *9 to raise your hand and *6 when called upon to speak for up to 3 minutes
- Send public comments in writing to the Minutes Clerk at pcpubliccomment@morganhill.ca.gov

* Please note that comments made on Facebook are not considered public comment.

## CALL TO ORDER

## ROLL CALL ATTENDANCE

## DECLARATION OF POSTING AGENDA

Pursuant to Government Code Section 54954.2

## PLEDGE OF ALLEGIANCE

## OPEN PUBLIC COMMENT PERIOD

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

## ORDERS OF THE DAY

## PUBLIC HEARINGS

**1. SD2020-0011/SR2020-0029 THROUGH SR2020-0033 DE PAUL - TC MORGAN HILL VENTURE: REQUEST FOR A TENTATIVE PARCEL MAP AND DESIGN PERMITS FOR THE REDWOOD TECH AT 101, A FIVE BUILDING INDUSTRIAL PARK, ON A 29± ACRE SITE (APNS 728-30-006 AND 728-30-009)**

Recommendation:

1. Open/close the public hearing;
2. Adopt a resolution approving a Vesting Tentative Parcel Map; and
3. Adopt a Resolution approving Design Permits for an industrial park consisting of five separate buildings.

**2. SR2020-0015: DEWITT - WEST HILLS CHURCH: PRELIMINARY PLAN REVIEW FOR A MASTER PLAN OF A 5.75-ACRE PARCEL FOR A REMODEL AND EXPANSION OF AN EXISTING PLACE OF WORSHIP LOCATED AT 16695 DEWITT AVENUE AND IDENTIFIED BY ASSESSORS PARCEL NUMBER 773-09-011.**

Recommendation:

1. Open/close public hearing; and
2. Provide preliminary input on the proposed plan.

## DIRECTOR'S REPORT/ANNOUNCEMENTS

## LEGAL BRIEFING

## 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.*

CITY OF MORGAN HILL

# PLANNING COMMISSION STAFF REPORT
# MEETING DATE: May 25, 2021

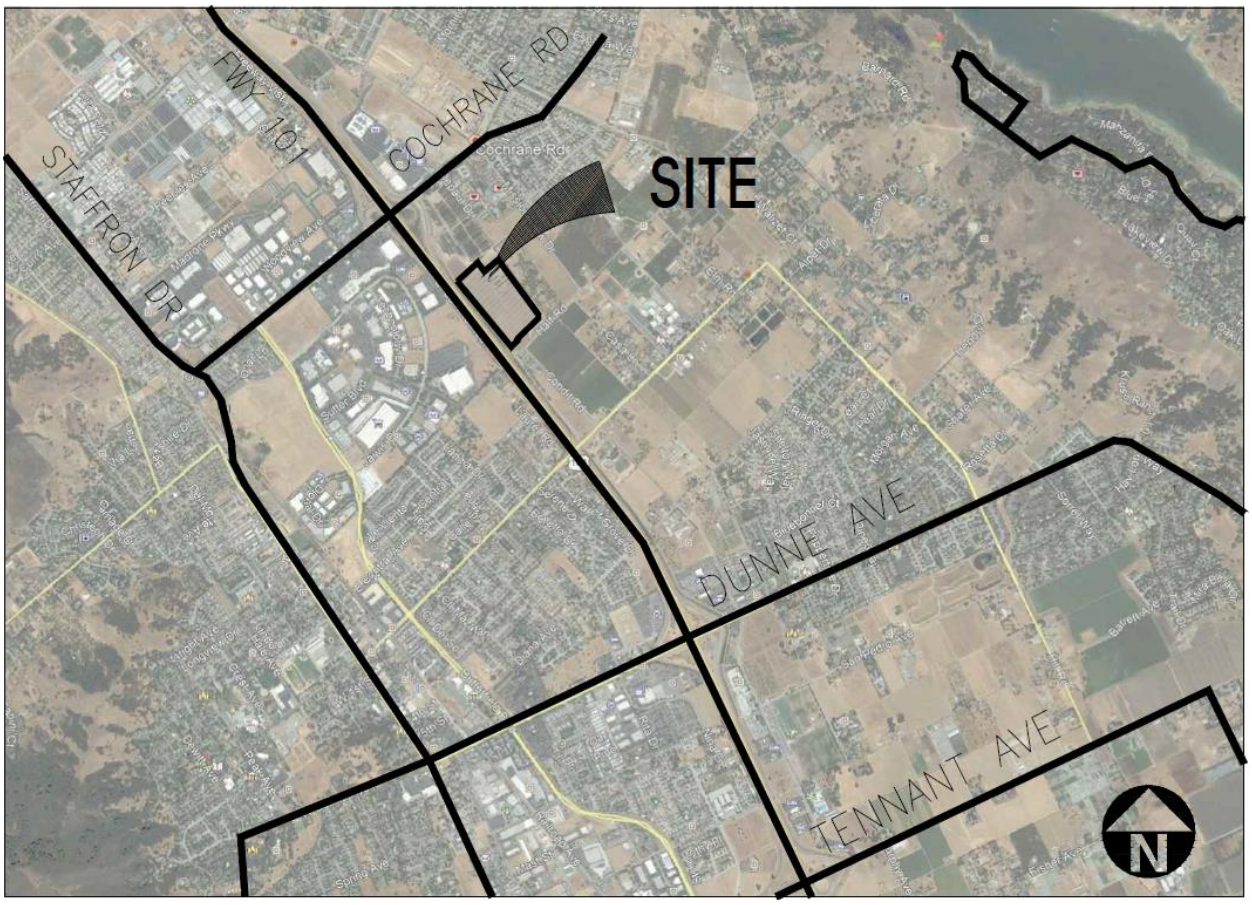
PREPARED BY: Adam Paszkowski, Principal Planner
APPROVED BY: Jennifer Carman, Community Development Director

## SD2020-0011/SR2020-0029 THROUGH SR2020-0033 DE PAUL - TC MORGAN HILL VENTURE: REQUEST FOR A TENTATIVE PARCEL MAP AND DESIGN PERMITS FOR THE REDWOOD TECH AT 101, A FIVE BUILDING INDUSTRIAL PARK, ON A 29± ACRE SITE (APNS 728-30-006 AND 728-30-009)

**RECOMMENDATION(S)**

1. Open/close the public hearing;
2. Adopt a resolution approving a Vesting Tentative Parcel Map; and
3. Adopt a Resolution approving Design Permits for an industrial park consisting of five separate buildings.

**LOCATION:**




**PROJECT SUMMARY:**

1. Location: 1065 Half Road, on the north side of the intersection of Condit Road and Half Road (APN728-30-006 and 728-30-009)
2. Site Area: 29± Acres
3. General Plan: Commercial/Industrial
4. Zoning: Light Industrial (IL) and Planned Development (PD)
5. Request: Request for a Design Review for five buildings ranging in size from 73,828± square feet to 138,714± square feet and a Vesting Tentative Parcel Map application to subdivide the 29± acre project site into four parcels ranging in size from 4.18± acres to 9.16± acres.

**BACKGROUND:**

On July 27, 2016, the City Council approved Resolution No. 16-128, approving the Morgan Hill 2035 General Plan and certifying the 2035 General Plan Environmental Impact Report (EIR), thereby designating the project site Commercial/Industrial.

On July 25, 2001, the City Council adopted Ordinance No. 1521, N.S., establishing the zoning for the project site as Light Industrial with a Planned Unit Development (PUD) overlay. (The terms Planned Unit Development and Planned Development are used interchangeably in the City's Zoning Code). 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."

A PD allows a project to deviate from development standards in the base zoning district, however, the applicant for the Redwood Tech at 101 project is choosing to stay within the development standards and instead of taking advantage of a PD is proposing a development consistent with the Light Industrial (IL) base zoning district and Title 18 (Zoning) of the Municipal Code; therefore a PD application and Master Plan was not required or submitted.

The subject property is predominately covered by fallowed agricultural fields, non-native grassland, and a previous tree nursery. While the site is largely undeveloped, it has been historically disturbed by agricultural activities. The previous tree nursery was not considered a forestry resource, as the trees were boxed and intended to be sold or otherwise removed from the site.

*Morgan Hill Technology Park:*

The applicant, Trammell Crow Morgan Hill Ventures, previously submitted for a different project titled the *Morgan Hill Technology Park* which was withdrawn by the applicant on September 18, 2020. That previous project encompassed the proposed Redwood Tech at 101 project site and the parcels to the north.

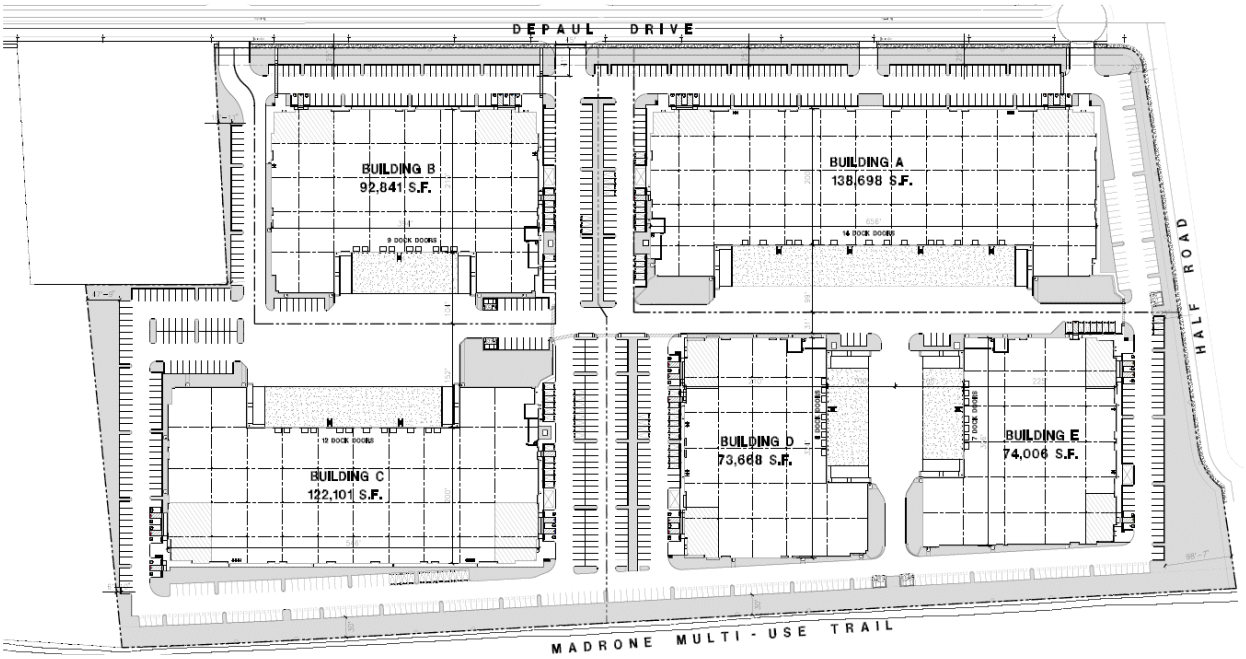
The original *Morgan Hill Technology Park* proposed a mix of industrial, commercial, and residential uses on an 89-acre site (Residential portion to be built by Dividend Homes). The industrial and commercial portions of the project was proposed on approximately 61 acres. That project proposed to develop 1.04 million square feet of light industrial uses contained in six buildings on a 57.8-acre area of the site west of De Paul Drive, 45,000 square feet of industrial office in one building situated between the industrial buildings on a 2.31-acre parcel, and 50,000 square feet of retail/commercial on a 2.92-acre parcel fronting on Cochrane Road. The Trammell Crow part of the *Morgan Hill Technology Park* project proposed to reconfigure 61-acres into eight legal lots (one commercial, six commercial/industrial parcels controlled by the applicant, and one existing commercial/industrial parcel not controlled by the applicant); amend the General Plan land use designation of the site to consist of 2.9± acres of Commercial and 57± acres of Commercial/Industrial through a General Plan Amendment (File No. GPA2019-0002); and establish a Planned Development (PD) Combining District over the commercial and industrial project area through a Zoning Amendment (File No. ZA2019-0005).

The residential portion of the project east of De Paul Drive was proposed to consist of approximately 319 residential units on 28 acres. The residential project is now 269 units and is being developed by Dividend Homes under a separate application.

The current Redwood Tech at 101 project application was accepted by the City of Morgan Hill on December 15, 2020 and is different than the *Morgan Hill Technology Park* in that it only encompasses 29-acres of the 61-acre site and there are no proposed changes to the General Plan or zoning designation. The Redwood Tech at 101 project application was deemed complete by the City of Morgan Hill on February 16, 2021.

**PROJECT DESCRIPTION:**

The Redwood Tech at 101 project proposes approximately 501,000 square feet of flexible industrial space spread across 5 separate concrete tilt-up buildings on four separate lots totaling approximately 29 acres. As with all other development, this project requires a Design Permit as well as Tentative Parcel Map. No other approvals are required at this time. In accordance with Section 18.108.040.D, the size of this project is considered significant and as such, the Development Services Director has elevated this project to the Planning Commission for Design Permit review and consideration. All five buildings are designed to be divisible into two or three tenant spaces with a maximum exterior height of 43 feet.




| Building # | Square feet | Parcel # | Acres |
|---|---|---|---|
| A | 138,698 | A | 6.89 |
| B | 92,841 | B | 4.18 |
| C | 122,101 | C | 9.00 |
| D | 73,668 | D* | 9.16 |
| E | 74,006 | | |

* Buildings D and E are both proposed to be located on Parcel D.

Access to the property will be provided via four driveways from the extension of De Paul Drive to the south from Cochrane Road. There will be a blanket reciprocal access and maintenance easement that will allow for access to all access points to all properties. All street frontages will be improved to City Standards with sidewalk and landscaping.

Building design presents an accent wall and frame element projecting from the building face to emphasize the main entry. The entry design is featured on two sides of the building, wrapping the corner and is used to emphasize the logical employee entrance at each of the most prominent building corners of each building. It also includes elements such as two-story glass at the two primary corner locations for all buildings and concentrates additional glazing and varying parapet heights and plan articulation along with paint accents including blocks with continuous banding that break up the mass of the buildings along the more prominent De Paul Drive, Half Road and Highway 101 frontages. The use of parapet height articulation, accent tile, glass glazing, and varying color reduce the overall look of the buildings in a clean and modern style. Colored elevations for all five buildings and a materials board have been provided (Attachments 4 to 7).

The parapet heights have been established using the roof heights to screen all future roof top mounted mechanical equipment. The provided site lines in the Project Plans show that parapet screening is adequate. Roof top units will be set in a minimum of 15 feet from all parapet walls. Roof top screens may be necessary where the shorter 37-foot parapets are proposed as the shorter parapet may not provide adequate screening. Where the taller, 43-foot parapets, are proposed, roof top screens will not be required. For the shorter parapets, a roof top screen with a prefinished metal rib panel colored to match the building is proposed with the bottom of the screen to be aligned with the lowest parapet (37 feet) and the top of the screen to be aligned with the highest parapet (43 feet). The parapets used are permanent and continuous with the main wall. The interior side of the parapet will not be visible. Page X-A4.1 (Page 23 of Attachment 3) of the project plans show the sight lines of Buildings A, C, and E from surrounding streets.

The loading areas are internally oriented for all buildings facing inwards away from public streets and access points. Loading areas are set back from the perimeter of the buildings to screen and reduce visual impact from public vistas. Buildings A will contain 14 dock high loading doors; Building B will contain 9 dock high loading doors; Building C will contain 12 dock high loading doors; Building D will contain 8 dock high loading doors; and Building E will contain 7 dock high loading doors. There are also punch outs identified for future expansion or reconfiguration as needed. Drive through doors or punch outs for future doors are also included in the project plans.

Architectural site plans and landscape plans have been provided (Attachments 3 and 9).

**Site Description**

The 29± acre project site is located at 1065 Half Road, on the north side of the intersection of Condit Road and Half Road in the City of Morgan Hill. The project site consists of two existing parcels, Assessor's Parcel Number (APN) 728-30-006 (18.14± acres) and APN 728-30-009 (10.42± acres).

**Surrounding Zoning/Land Use**

The project site is generally bounded by the Madrone Channel and Highway 101 to the west and Half Road to the south. An extension of De Paul Drive will be constructed along the eastern edge of the project site. Immediate surrounding uses include vacant land, and to the south, single-family residences; to the east is a proposed 269-unit residential project known as Crosswinds by Dividend Homes; and Shoe Palace's headquarters are located opposite of Highway 101 to the west. Surrounding uses further from the site include the De Paul Health Center and a senior living enter to the northeast, a single-family residential subdivision to the east, opposite of Mission View Drive, various commercial uses to the north opposite Cochrane Road, and Live Oak High School southeast opposite Half Road and Mission View Drive.

**ANALYSIS:**
The proposed project was analyzed with respect to consistency with the: 1) Design Permit Requirements; 2) Vesting Tentative Parcel Map; and 3) California Environmental Quality Act (CEQA).

1. Design Permit Requirements

A Design Permit enables the City to ensure that proposed development has high quality design consistent with the General Plan and any other applicable specific plan or area plan adopted by the City Council. The Design Permit process is also intended to ensure that new development and uses are compatible with their surroundings and minimize negative impacts on neighboring properties.

The Design Permit considers the design of the building and the site the building is located upon and not the use within the building. If a future use is permitted by right, it will go through the Business Licensing and Zoning Certification process. If a future use is a conditional use under the Zoning Code, it will require a Conditional Use Permit that will follow the standard review process in Section 18.108.030 of the Zoning Code.

In accordance with Section 18.108.040.B (Reviewing Authority), the Development Services Director is the reviewing body to act on all Design Permit applications unless the project falls under the Significant Projects designation or if the Director finds that project to be significant enough to elevate to the Planning Commission.

To approve a Design Permit, the reviewing authority shall make the following findings:

a. **The proposed project is consistent with the General Plan and any applicable specific plan, area plan, or other design policies and regulations adopted by the City Council.**

The site has a Commercial/Industrial General Plan designation in the Morgan Hill 2035 General Plan. The General Plan specifies a maximum floor area ratio of 60 percent for industrial uses within the Commercial/Industrial land use designation. In addition, there is a maximum height limitation of 50 feet. The project proposes building coverage's ranging from 31 to 51 percent which complies with the maximum development standards in the General Plan. The proposed industrial development of the site is consistent with General Plan policies that encourage additional job opportunities for residents.

**General Plan:**

The project is consistent with the General Plan and specifically but not limited to the Policies listed below:

**Policy CNF-2.1** **Orderly Development.** Promote the orderly development of the City, with concentric growth and infill of existing developed areas.

The project site is bound to the west by the Madrone Channel and Highway 101 to the west and additional industrial development opposite of Highway 101; and a proposed residential development to the east.

**Policy CNF-2.2** **A Balanced Community.** Plan for the needs of all socioeconomic segments of the community, encouraging a balance and match in jobs and housing within the City.

The project will create new building space providing for location of new businesses adding to the City's jobs/housing balance. With the devisable (capable of being split) buildings, there are potentially 10 separate businesses that could locate in this industrial park.

**Policy CNF-6.1** **Services to Serve Growth.** Manage and schedule urban growth consistent with the ability to provide a full array of urban services and facilities, such as sewer capacity, water, transportation, schools, public safety and other urban services.

The General Plan land use designation is Commercial/Industrial and the infrastructure required for an industrial development was anticipated within the adopted General Plan Project EIR.

**Policy CNF-8.1** **High Quality Design.** Require all development to feature high quality design that enhances the visual character of Morgan Hill.

The building design utilizes two story glass at primary corner locations for all buildings and concentrates additional glazing along the more prominent frontages. 360-degree design is provided using glass, steel treatments, varying color and plan and height articulation on all sides. Landscaping is designed to complement the building design, providing additional visual interest and screening.

**Policy CNF-8.4** **Architectural Quality.** Optimize architectural quality by encouraging the use of quality materials, particularly as accents and authentic detailing, such as balconies and window trims.

The proposed development features an architectural style that is compatible with the surrounding developments and natural features with a design that is original for this park.

**Policy CNF-8.5** **Building Façade.** On all sides of buildings, require the incorporation of quality architectural design elements for all building facades and stepping back upper floors in order to reduce bulk and mass and to break up monotonous wall lines.

Quality materials and elements are included on all four sides of each building. Building façade articulation is included to break up building monotonous wall lines. The proposed buildings are stepped back from adjacent roads which reduces the bulk and massing.

**Policy CNF-8.7** **Design Sensitivity.** Ensure that new development is sensitive to the character of adjacent structures and the immediate neighborhood.

The proposed architecture complements the adjacent industrial development to the west and provides an office look to the residential uses to the east and south. It also includes elements such as two-story glass at primary corner locations for all buildings and concentrates additional glazing along the more prominent frontages. Landscaping is designed to complement the building design, providing additional visual interest and screening.

**Policy CNF-17.5** **Industrial Design Standards.** Require all new industrial development to be consistent with the design and landscaping standards set forth in the Architectural Review Handbook.

The proposed design is consistent with the Architectural Review Handbook. The building design across the five buildings presents an accent wall and frame element projecting from the building face. The buildings also employ varying parapet heights and plan articulation along with paint accents including blocks with continuous banding that break up the mass of the buildings.

b. **The proposed project will comply with all applicable provisions of the Zoning Code and Municipal Code.**

The proposal will be consistent with all provisions in the Zoning Code as demonstrated in the consistency tables provided below.

Height and Lot Coverages

| | Required | Building A | Building B | Building C | Building D & E |
|---|---|---|---|---|---|
| Max Height | 50 feet | 43 | 43 | 43 | 39 |
| Max Lot Coverage | 50% | 46.3% | 51.4%* | 31.1% | 36.9% |

* Building B will be conditioned to meet the 50% Max Lot Coverage

Setbacks

| | Required | Building A | Building B | Building C | Building D & E |
|---|---|---|---|---|---|

| | | | | | |
|---|---|---|---|---|---|
| Front | 30 | 90.25 | 85 | 92 | 37 |
| Rear | 20 | 48 | 45 | 90 | 89 |
| Street Side | 15 | 86.25 | n/a | n/a | 91.75 |
| Internal Side | 10 | 24 | 24 | 75 | 112.25 |

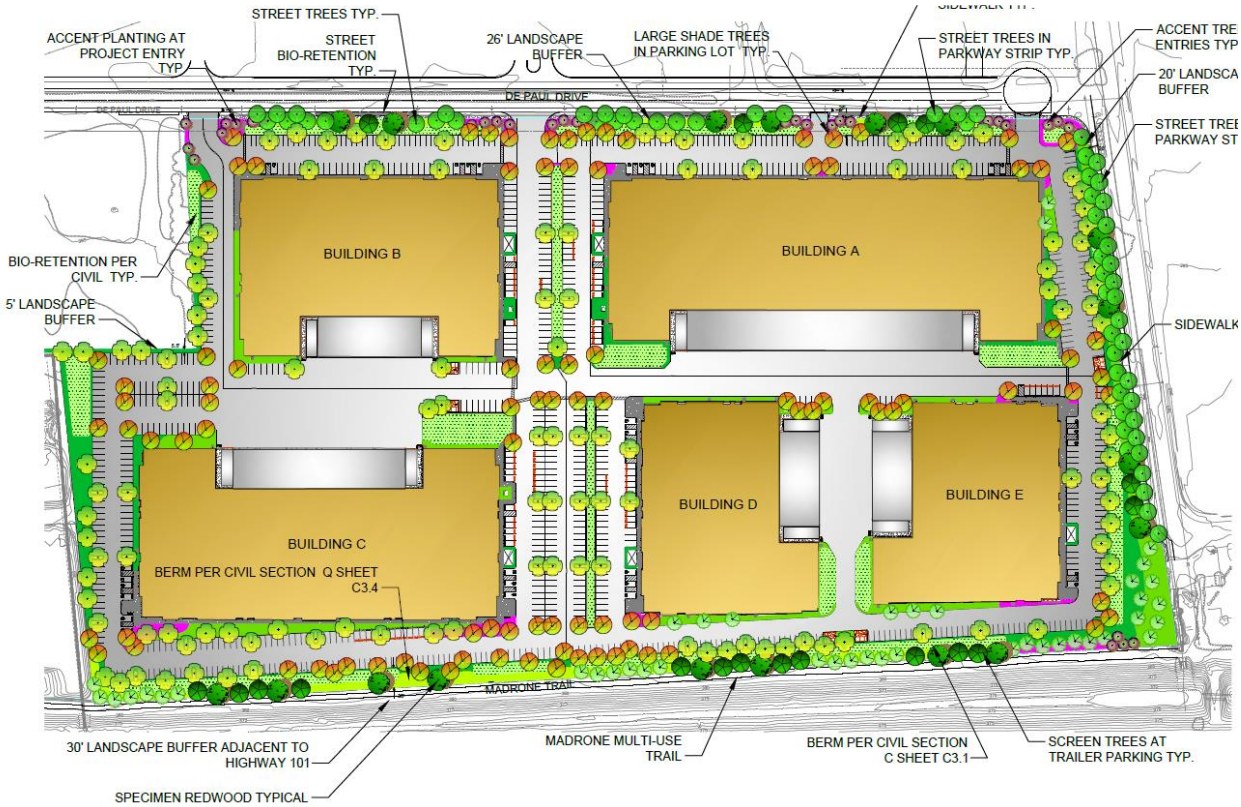
Parking

| | Square footage & Required Ratio | Building A | Building B | Building C | Building D | Building E |
|---|---|---|---|---|---|---|
| Office | Sq Ft | 8,000 | 5,500 | 30,000 | 10,000 | 10,000 |
| | 1/300 | 27 | 18 | 100 | 33 | 33 |
| Warehouse | Sq Ft | 100,000 | 80,000 | 0 | 0 | 52,000 |
| | 1/1000 | 100 | 80 | 0 | 0 | 52 |
| Manufacturing | Sq Ft | 30,698 | 7,341 | 92,101 | 63,668 | 12,006 |
| | 1/500 | 61 | 15 | 184 | 127 | 24 |
| **TOTAL** | **Spaces** | **188** | **113** | **284** | **161** | **109** |
| Bike Pkg - Long Term | 1/20 spaces | 10 | 6 | 15 | 9 | 6 |
| Bike Pkg - Short Term | 10% of spaces | 19 | 12 | 29 | 17 | 11 |

Landscaping

| | Building A | Building B | Building C | Building D | Building E |
|---|---|---|---|---|---|
| Landscaped Setback Minimum | | | | | |
| Front | 30 | 30 | 30 | 30 | 30 |
| Side | 30 | 30 | 30 | 30 | 30 |
| Rear | 20 | 20 | 20 | 20 | 20 |
| Pkg Lot Trees *Required* | 38 | 23 | 77 | 34 | 22 |
| Pkg Lot Trees Provided | 38 | 23 | 82 | 35 | 25 |
| Pkg Lot Landscaping *Required (Sq Ft)* | 14,183 | 8,518 | 27,213 | 9,558 | 8,050 |

| | | | | | |
|---|---|---|---|---|---|
| Pkg Lot Landscaping Provided (Sq. Ft) | 17,142 | 12,634 | 27,251 | 13,475 | 11,673 |




c. **The proposed project substantially complies with all applicable design standards and guidelines contained in the Design Review Handbook.**

The proposed project complies with all applicable design standards and guidelines contained in the Design Review Handbook; including, but not limited to, the following:

- Building entrances should be emphasized using lighting, landscaping, and architecture.
- Buildings with flat or low-pitched roofs shall incorporate architectural elements to break up long horizontal rooflines.
- Parapets should be designed to screen mechanical equipment without requiring the use of an additional roof screen. Height and method of screening should be clearly defined.
- If additional roof screening is required, the design of the roof screen should be architecturally compatible with its building.
- Parapets should not appear “tacked on” and should convey a sense of permanence.

- Industrial and office developments are encouraged to provide outdoor employee break areas where appropriate.
- Plazas, employee break areas and outdoor use areas should be designed to provide shade trees or shade structures, and pedestrian amenities such as benches, fountains, landscaping, and public art.
- Landscaping should be used to screen above ground utility transformers, pull boxes, and termination cabinets were allowed by utility providers.
- When a parking area is located within a commercial or industrial district there should be a landscaped area at least 15' in width between the parking area and the public right-of-way or private street.
- When a parking area is located adjacent to an arterial street, there should be a landscaped area at least 30' in width between the parking area and the public right-of-way.
- Where a parking area is across the street from a residential district, or adjoins a residential district on the same side of the street, there should be a landscaped area 25' wide between the parking area and the front property line.
- The interior of any parking area should be landscaped, with planter areas measuring a minimum 5' in width, minimum inside dimension, at both ends of each row of spaces, with the planter area length to be equal to adjoining parking spaces.
- Landscaped finger islands should be provided one per every ten spaces.
- Screening should minimize view of parking lots while allowing public & police surveillance for safety. Effective screening is generally 3-4' in height.
- Loading, storage, and service facilities should be screened from view.

d. **The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).**

The proposed project entails dividing the subject property and constructing buildings consistent with the General Plan. The division and development of parcels consistent with the General Plan was addressed in the program EIR for the 2035 General Plan and, therefore, pursuant to Section 15162 and Section 15183 of the *State CEQA Guidelines*, no additional review under the California Environmental Quality Act is required for the proposed project. This will be further discussed in the CEQA section of this report.

e. **The proposed project development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.**

The proposed development of this site is consistent with the 2035 General Plan and associated EIR. The proposed project is an infill development and would not be located

adjacent to any wildlands that could expose people or structures to wildfire risks. The project site is not located within an earthquake fault zone. In addition, the project will comply with stormwater and building code requirements. The project will not be detrimental to the public health, safety, or welfare, and will not be materially injurious to the properties or improvements in the vicinity.

f. **The proposed project complies with all Design Review criteria in subsection H. of Section 18.108.040 of the municipal code.**

The project as proposed complies with all criteria in subsection H of Section 18.108.040 (Design Review Criteria) of the Morgan Hill Municipal Code.

1. **Community Character**. The proposed development is compatible with and preserves the character and distinctive sense of place for Morgan Hill. The site plan orients industrial dock doors towards the interior of the sites minimizing public view of industrial areas. The building design utilizes two story glass at primary corner locations for all buildings and concentrates additional glazing along the more prominent frontages. 360-degree design is provided using glass, steel treatments, varying color and plan and height articulation on all sides. Landscaping is designed to complement the building design providing additional visual interest and screening.

2. **Neighborhood Compatibility.** The proposed development incorporates appropriate height, massing, and intensity compatible with adjacent buildings. Driveway locations, access restrictions to control traffic flow or divert traffic along with interior facing truck courts, and adequate on-site parking will minimize traffic, parking, noise, and odor impacts on nearby properties. The project height, massing and intensity is consistent with the adjacent properties.

3. **Pedestrian Environment.** The proposed development incorporates sidewalks, connections to public way and plaza features at each main entrance to support an active public realm and inviting pedestrian environment.

4. **Privacy.** The proposed development locates buildings and building entrances windows and doors with an adequate buffer including landscaping for privacy from adjacent properties and for project occupants.

5. **Safety.** The proposed development promotes safety and minimizes opportunities for crime by locating main entrances visible from adjacent main roads and provides open plazas at each main entry location to provide clear views and sense of ownership.

6. **Massing and Scale.** The proposed development architecture complements and respects the neighboring structures. Main entries are provided with lower steel canopy framing and cover to bring down the scale to provide for human scale design. Large volumes are divided into small components with varying wall planes, material, color, and vertical articulation. Buildings are

setback from each property line to minimize impacts to public views. Building design promotes future solar access on the roof. Building sizes and scale are comparable with other industrial buildings in Morgan Hill.

7. **Architectural Style.** The proposed development features an architectural style that is compatible with the surrounding developments and natural features with a design that is original for this park.

8. **Articulation and Visual Interest.** The proposed development uses vertical and horizontal articulation appropriately to add visual interest, distinctiveness, and human scale. Doors, windows, canopies and building projections are integrated with the design to relate to human scale. Storefront trim, banding, and mullion design contribute to the visual interest of the building.

9. **Materials.** The building facades include a mix of materials including glass, tile, concrete, steel and aluminum all high-quality and durable and appropriately designed for this architectural style and compatible with the surrounding development.

10. **Parking and Access.** The proposed development locates parking on the perimeter of the buildings with landscape screening at the streets to minimize visual impact and sidewalks adjacent to the building to support a pedestrian-friendly environment. Safe and convenient crossings are provided for pedestrians and bicyclists connecting to each main entrance to the adjacent street.

11. **Landscaping.** The proposed landscape planting provides new trees, including a colonnade of 30'- 40' tall, matured redwood trees, screen planting, and shrubs that will enhance the surrounding area and are appropriate to the site. Along the western portion of the site a 30-foot-wide landscape buffer is proposed adjacent to Highway 101 and the Madrone Channel, and a 25-foot-wide landscape buffer is proposed along the eastern portion of the site adjacent to De Paul Drive, consistent with the Design Review Handbook. A 20-foot-wide landscape buffer is proposed along the southern portion of the site adjacent to Half Road.

12. **Open Space and Public Places.** The proposed development provides for semi-public outdoors spaces with plaza entries at each main building entry and outdoor covered break areas for employees.

13. **Signs.** A separate sign application will be submitted for project signage.

14. **Lighting**. The proposed exterior lighting is designed and located to minimize illumination of the sky and adjacent properties.

15. **Accessory Structures.** The proposed development provides for enclosed trash collection, these accessory structures utilize the same material,

color and design as the primary structure and will be conditioned to be roofed with similar colors and design as the primary structure.

16. **Mechanical Equipment, Trash Receptacles, and Utilities.** The proposed development provides enclosures for trash receptacles and utilities are screened by landscaping.

g. **For new residential development, the project complies with commitments made through the Residential Development Control System (RDCS).**

This finding is not applicable to an industrial development.

## 2. Vesting Tentative Parcel Map

Pursuant to Section 17.50.040 of the Morgan Hill Municipal Code, a "Vesting tentative map" means a tentative map that shall have printed conspicuously on its face the words "Vesting Tentative Map" at the time it is filed in accordance with Section 17.50.060 and is thereafter processed in accordance with the provisions of this chapter. Furthermore, “vesting tentative map” refers to a map which meets the requirements of subdivision (a) of Section 66424.5 and Section 66452 of the Subdivision Map Act. When the city approves or conditionally approves a vesting tentative map, that approval shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect on the date the city has determined that the application for approval of the vesting tentative map is complete pursuant to Section 65943 of the Government Code.

In addition, the proposed Vesting Tentative Map is in compliance with the General Plan, Zoning Code and other City Codes as required by Section 17.50.030 of the Municipal Code.

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 Vesting Tentative Parcel Map:

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

The Vesting Tentative Map (Attachment 11) has been designed consistent with the City’s General Plan, considering neighborhood circulation patterns, and providing future connections.

Alternatively, the Tentative Parcel Map may be denied if any of the findings contained in Section 17.20.100 of the Municipal Code applies. The Planning Commission shall deny approval of the Tentative Map if it makes any of the following findings:

- That the proposed map is not consistent with applicable general and specific plans;
- That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans;
- That the site is not physically suitable for the type of development;
- That the site is not physically suitable for the proposed density of development;
- That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
- That the design of the subdivision or the type of improvements is likely to cause serious public health problems;
- That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

**3. California Environmental Quality Act (CEQA):**

On July 27, 2016, the City Council certified an environmental impact report (EIR) for the Morgan Hill 2035 General Plan. The EIR for the General Plan was prepared as a program EIR under the provisions of Section 15168 of the *State CEQA Guidelines*. As a program EIR, the document adopted by the City Council adequately addressed the potential environmental impacts associated with the comprehensive update of the City's constitution for growth including certain implementation activities and provided for streamlining of the environmental review process for projects proposed subsequent to the certification of the EIR. The proposed project entails dividing the subject property and constructing buildings consistent with the General Plan. The division and development of parcels consistent with the General Plan was addressed in the program EIR for the 2035 General Plan and, therefore, pursuant to Section 15162 and Section 15183 of the *State CEQA Guidelines*, no additional review under the California Environmental Quality Act is required for the proposed project.

The Project also is designed to be consistent with the development standards in the Zoning Code. No further environmental assessment is required. The project shall comply with the mitigation measures of the Morgan Hill 2035 General Plan EIR. A traffic analysis will be required for future uses per General Plan Action TR-3.D prior to occupancy. Should a future use on the site require a conditional use permit, that user will be responsible for conducting environmental review for the proposed use as required under CEQA.

It should be noted that the City of Morgan Hill received a letter from Allen Matkins Attorneys at Law on behalf of the applicant regarding the Planning Commission's scope of design review and its relation to CEQA. The letter points to two cases, *Protecting Our Water & Environmental Resources v. Count of Stanislaus* and *McCorkle Eastside Neighborhood Group v. City of St. Helena*. The letter states the Planning Commission lacks discretion to address potential environmental effects, making the Project ministerial for CEQA purposes, and therefore, should the Planning Commission exempt

the proposed project from CEQA the Commission should also make the findings that the exemption is not required due to the ministerial nature of the City's design review procedures. The letter has been provided (Attachment 12).

**CONCLUSION:**

The project has been found to be consistent with the General Plan, Zoning Code, and the City Architectural/Design Review Handbook. Staff recommends that the Planning Commission approve the Design Permit and Vesting Tentative Parcel Map subject to the Conditions of Approval.

**COMMUNITY ENGAGEMENT**

The proposed project was publicly noticed including a mailing to property owners within 600 feet of the project, as well as all property owners within the northeastern portion of the City including the Borello Ranch Estates, Mission Ranch, Coyote Estates, Alicante, and San Sabastian, and a display ad in the newspaper for the minimum 10-day period, a project webpage and a sign was posted on the project site. Residents on the Planning Commission notify me email list were notified of the proposed project on Friday, May 14, 2021 and included in the 411 Newsletter.

**LINKS/ATTACHMENTS:**

1. Design Permit Resolution
2. Vesting Tentative Parcel Map Resolution
3. Architectural and Site Plans (Weblink)
4. Building Elevations and Materials Board - Lot A (Weblink)
5. Building Elevations and Materials Board - Lot B (Weblink)
6. Building Elevations and Materials Board - Lot C (Weblink)
7. Building Elevations and Materials Board - Lot D (Weblink)
8. Civil Plans (Web link)
9. Landscape Plans (Web link)
10. Photometric Plans (Web link)
11. Vesting Tentative Parcel Map (Web link)
12. Allen Matkins Attorneys at Law letter
13. Staff Presentation (Redwood Tech at 101)
14. Item 1 - Supplement 1 (Public Comment)
15. Item 1 - Supplement 2 (Public Comment)
16. Item 1 - Supplement 3 (Public Comment)

# RESOLUTION NO. 21-04

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A DESIGN PERMIT TO ALLOW FOR THE CONSTRUCTION OF THE REDWOOD TECH AT 101 PROJECT - A FIVE BUILDING INDUSTRIAL PARK LOCATED ON THE NORTHERN INTERSECTION OF CONDIT ROAD AND HALF ROAD (DE PAUL – TC MORGAN HILL VENTURE (REDWOOD TECH AT 101)) (APNS 728-30-006 AND 728-30-009)**

**WHEREAS**, the developer Trammell Crow applied for a Design Permit to construct an industrial park containing five (5) industrial buildings ranging in size from 73,668 to 138,698 square feet. (SR2020-0029 through -033: De Paul – TC Morgan Hill Venture (Redwood Tech at 101)); and

**WHEREAS**, such request was considered by the Planning Commission at its meeting of May 25, 2021; and

**WHEREAS,** this project is consistent with the development projections analyzed in the Morgan Hill 2035 General Plan program EIR for the project site. The project also is designed to be consistent with the development standards in the General Plan and Zoning Code. No further environmental assessment is required; 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 project is consistent with the Zoning Ordinance, and General Plan.

**SECTION 2.** The Design Review has been found consistent with the criteria for Design Review permit approval contained in Section 18.108.040 of the Morgan Hill Municipal Code. The proposed project is in compliance with all applicable design standards and guidelines contained in the Design Review Handbook.

**SECTION 3.** The Planning Commission approves SR2020-0029 through -0033: De Paul – TC Morgan Hill Venture (Redwood Tech at 101). The design shall be expressly conditioned in conformance with conditions incorporated herein and as attached as Exhibit “A”. Minor deviations to the site review permit may be approved by the Development Services Director when consistent with the overall intent of the project.

Attachment: Design Permit Resolution [Revision 6] (3085 : Trammell Crow Redwood Tech at 101)

**SECTION 4.** Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) in connection with approval of this development project for the purpose of defraying all or a portion of the cost of public facilities related to this development project (Mitigation Fee Act Fees). These fees do not include fees for processing applications for governmental regulatory actions or approvals, fees collected as part of development agreements, or as a part of the application for the City's Residential Development Control System. The Mitigation Fee Act Fees applying to this project are listed in the schedule of fees to be provided at building permit stage. Notice is also hereby given that the Developer has an opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval or conditional approval of this development project and that the 90-day protest period has begun.

**PASSED AND ADOPTED THIS 25th DAY OF MAY 2021, AT A REGULAR MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:**

**AYES: COMMISSIONERS:**

**NOES: COMMISSIONERS:**

**ABSTAIN: COMMISSIONERS:**

**ABSENT: COMMISSIONERS:**

**ATTEST:** **APPROVED:**

_____ _____

**JENNA LUNA, Deputy City Clerk** **MOHAMMAD HABIB, Chair**

Attachment: Design Permit Resolution [Revision 6] (3085 : Trammell Crow Redwood Tech at 101)

**EXHIBIT "A" STANDARD CONDITIONS**

**APPLICATION NO: SR2020-0029 through -0033**

**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

This project proposes approximately 501,000 square feet of flexible industrial space spread across 5 separate concrete tilt-up buildings on four separate lots. As with all other development, this project requires a Design Permit. Due to the size of some of the buildings in this project, it is considered significant and therefore the Development Services Director has elevated this project to the Planning Commission for consideration in accordance with Section 18.108.040.D,. All five buildings are designed to be divisible into two or three tenant spaces with a maximum exterior height of 43 feet.

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

## II. PROJECT CONDITIONS OF APPROVAL

This Design Permit approval is limited to the plan set dated December 11, 2020 on file (File Number SR2020-0029 through -0033: De Paul – TC Morgan Hill Venture (Redwood Tech at 101)) with the Development Services Department. The approved building plans and landscape plans must be in substantial conformance with the Design Review plans as determined by the Development Services Director. These documents show the location and dimensions of all buildings and elevations with colors and materials, amenities and square footage for all common areas, and vehicle and pedestrian circulation ways (ingress/egress), common areas, and other easement areas.

It shall be the responsibility of the Owner to ensure that any changes or modifications to the Project or any Unit are in compliance with the original City Conditions of Approval of the Project, which are incorporated herein.

Attachment: Design Permit Resolution [Revision 6] (3085 : Trammell Crow Redwood Tech at 101)

## 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 Design Review approval granted pursuant to this Resolution shall remain in effect for two years to _____. Failure to obtain building permits within this term shall result in termination of approval unless an extension of time is granted with a showing of just cause prior to expiration date. **(MHMC 18.108.040)**

Attachment: Design Permit Resolution [Revision 6] (3085 : Trammell Crow Redwood Tech at 101)

**SITE DEVELOPMENT**

A. **Final Site Development Plans:** Final site development plans shall be reviewed for conformance with Design Permit SR2020-0029 through -0033: De Paul – TC Morgan Hill Venture (Redwood Tech at 101) and in accordance with Morgan Hill Municipal Code Section 18.108.040 (Design Permit) and approved by the Development Services Department prior to issuance of a building permit. All such plans shall include:

1. Detail depicting all concrete curbs as full formed.

2. Exterior lighting of the building and site shall be designed so that lighting is not directed onto adjacent properties and light source is shielded from direct off-site viewing.

3. Ramps, special parking spaces, signing and other physical features for the disabled, shall be provided throughout the site for all publicly used facilities.

4. All mechanical equipment, including electrical and gas meters, post indicator valve, backflow prevention devices, etc., shall be architecturally screened from view or located interior to the building. All ground mounted utility appurtenances such as transformers shall not be visible from any public right-of-way and shall be adequately screened through the use or combination of concrete or masonry walls, berming, and landscaping. **(MHARH p.20, 45, 79)** For additional screening, backflow preventers shall be painted dark green, except the fire connection which shall be painted yellow.

5. All existing on-site overhead utilities shall be placed underground in an approved conduit from the service connection at the street or at the property line to the service connection at the building as detailed in engineering conditions within this document.

6. Pedestrian and bicycle connections throughout the site, including connections to De Paul Drive, and a sidewalk along the De Paul Drive frontage.

7. Implement Transportation Demand Management Plan measures to promote alternate means of transportation and reduce single occupancy vehicle trips to and from the Project.

Attachment: Design Permit Resolution [Revision 6] (3085 : Trammell Crow Redwood Tech at 101)

B. **Building Coverage**: In accordance with Morgan Hill Municipal Code Section 18.26.030 (Development Standards) and approved by the Development Services Director prior to issuance of a building permit, Building B shall be reduced in size to have a maximum building coverage of 50%.

C. **Trash Enclosures**: All trash enclosures shall include a solid noncombustible roof structure consistent in design, materials and colors as the primary buildings and shall be reviewed and approved by the Development Services Director prior to issuance of a building permit.

D. **Pedestrian Access**: The Project shall provide pedestrian walkways in compliance with ADA requirements and with Section 18.72.060.H of the Morgan Hill Municipal Code, which states the following:

1. Parking lots with more than thirty parking spaces shall include a pedestrian walkway in compliance with ADA requirements.

2. The design of the pedestrian walkway shall be clearly visible and distinguished from parking and circulation areas through striping, contrasting paving material, or other similar method as approved by the Development Services Director.

E. **Bicycle parking**. The project shall provide short-term and long-term bicycle parking spaces in conformance with Section 18.72.080 of the Morgan Hill Municipal Code:

1. **Short-Term/Class II Bicycle Parking Standards**. Short-term bicycle parking shall be located within one hundred feet of the primary entrance of the structure or use it is intended to serve.

2. **Long-Term Bicycle Parking Standards**. The following standards apply to long-term bicycle parking:
   a. Location. Long-term bicycle parking shall be located on or within seven hundred fifty feet of the use that it is intended to serve.
   b. Security. Long-term bicycle parking spaces shall be secured. Spaces are considered secured if they are:
      i. In a locked room or area enclosed by a fence with a locked gate;
      ii. Within view or within one hundred feet of an attendant or security guard;
      iii. In an area that is monitored by a security camera; or iv. Visible from employee work areas.

Attachment: Design Permit Resolution [Revision 6] (3085 : Trammell Crow Redwood Tech at 101)

3. **Parking Space Dimensions**.
   a. Minimum dimensions of two feet by six feet shall be provided for each bicycle parking space.
   b. An aisle of at least five feet shall be provided behind all bicycle parking to allow room for maneuvering.
   c. 2 feet of clearance shall be provided between bicycle parking spaces and adjacent walls, polls, landscaping, pedestrian paths, and other similar features.
   d. Four feet of clearance shall be provided between bicycle parking spaces and adjacent automobile parking spaces and drive aisles.

4. **Rack Design**. Bicycle racks must be capable of locking both the wheels and the frame of the bicycle and of supporting bicycles in an upright position.

5. **Cover**. Required cover for bicycle parking spaces shall be permanent, designed to protect the bicycle from rainfall, and at least seven feet above the floor or ground.

The location of all bicycle parking spaces shall be identified prior to issuance of a building permit.

D. **Electric Vehicle Charging Stations**: The Project shall provide electric vehicle charging stations in compliance with Section 18.72.040.C of the Morgan Hill Municipal Code. The project is required to provide two charging stations, plus one for each additional fifty parking spaces. The developer shall provide location of each charging station prior to issuance of building permit.

E. **Prohibition of Natural Gas Infrastructure in New Buildings.** In accordance with Chapter 15.63 of the Municipal Code, future tenants will be required to demonstrate the need for gas service for manufacturing and other business uses. Natural gas shall not be used for heating and cooling of the building.

## BUILDING DESIGN

A. **Roof Mounted Mechanical Equipment:** All roof mounted mechanical equipment shall be placed within a screened roof top enclosure depicted on the elevation drawings or located below the parapet level and shall not be visible from the ground at any distance from the building. Cross section roof drawings shall be provided at the building permit stage indicating the relative height of the screen wall or parapet. Minimum screen height or parapet depth shall be 5 feet

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or greater to match the height of any proposed equipment. **(MHARH p.48, 65, 87, 106)**

B. **Building Mounted Lighting:** Lighting fixtures shall not project above the facia or roofline of the building. Any ground mounted lighting projecting onto the building or site shall be subject to the review and approval of the Development Services Director. Adjustment to the lighting intensity may be required after the commencement of the use. **(MHARH p. 67, 109)**

## PARKING, VEHICULAR ACCESS AND LANDSCAPING

A. **Parking Lot Landscaping:** All landscaping within parking lots shall comply with the requirements of Chapter 18.72 (Landscaping) in addition to the standards within this section.

1. Interior Landscaping. All areas within a parking lot not utilized for parking spaces or access/circulation shall be landscaped. For parking lots with more than fifteen spaces, the minimum amount of interior landscaping is specified in Table 18.72-6. Interior landscaping is defined as any landscaped area surrounded on at least two sides by parking spaces or drive aisles, and excluding areas around the perimeter of the parcel or development site.

2. **Shade Trees**.
   a. One shade tree shall be provided for every five parking spaces in a parking lot.
   b. Shade trees shall be a minimum twenty-four-inch box in size and shall provide a minimum thirty-foot canopy at maturity.
   c. Shade trees shall be of a type that can reach maturity within fifteen years of planting and shall be selected from a city-recommended list of canopy tree species.
   d. Shade trees shall be arranged in a parking lot to provide maximum shade coverage (based on a thirty-foot canopy) on August 21. The arrangement should approximate nearly fifty percent shade coverage.

3. **Concrete Curbs**.
   a. All landscape areas shall be separated from parking spaces, drive aisles and driveways by a continuous, raised concrete curb. Raised concrete curbs shall be a minimum of six inches high by four inches deep.

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b. The city may approve alternatives to raised concrete curbs as needed to comply with any mandatory stormwater drainage standards.

4. **Parking Space Landscaping**. A maximum of two feet at the front end of a parking space may be landscaped with low shrubs or ground cover in which a vehicle could extend over in lieu of paving surface. This landscaping may not count toward minimum required parking lot landscaped area.

5. **Timing**. Adjacent parking lot landscaping shall be installed prior to the city's authorization to occupy any buildings served by the parking area, or prior to the final inspection for the parking lot.

6. **Green Parking Exemptions**. Parking lots that incorporate solar panels, bioswales, and other similar green features not otherwise required by post construction stormwater requirements are eligible for reduced parking lot landscaping requirements with the approval of a conditional use permit.

7. **Exterior Parking Lot Lighting:** For projects with more than six parking spaces, detailed lighting information is provided in compliance with Section 18.72.060.G of the Morgan Hill Municipal Code. Lights shall use cut-off shields and be downward directed and shall not overlap with landscaping which will block and reduce the effectiveness and purpose of the lighting.

B. **Planting and Irrigation Working Drawings:** Detailed landscape planting and irrigation working drawings shall be submitted to the Development Services Director for approval prior to issuance of building permits. Landscape plans for streets and landscape easements shall be part of the improvement plan submittal.

C. **Lighting**: Walkways and pedestrian pathways in landscaped areas or common areas not considered building entrances or a part of parking lot areas shall be illuminated with a minimum of one (1) foot-candle to ensure safe nighttime conditions. **(MHARH p.30, 67, 108)**

D. **Trash Enclosures**: Trash enclosures shall be separated from adjacent parking stalls with a minimum three (3) foot wide planter and a 12-inch-wide paved surface behind the curb (consistent with planter island standards). Trash enclosures shall be screened with landscape materials subject to the review and approval of the Development Services Director.

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E. **Maintenance of Landscaping:** The landscaping installed and accepted with this project shall be maintained on the site as stated within the approved plans. Any alteration or modification to the landscaping shall not be permitted unless otherwise approved by the Development Services Director.

F. **Water Conserving Landscaping Ordinance:** The landscape plans shall be in conformance with the City's Water Conserving Landscape Ordinance that was developed in accordance with California law. This Ordinance restricts landscaping turf to certain areas, specifies plant selection, requires certain types of irrigation equipment, and calls for the development of comprehensive water use calculations as an aspect of the submitted landscape plans. **(MHMC 18.64)**

**SIGNS**

A. **Separate Application Required for Sign Approval:** Signs proposed for this development shall be designed in conformance with the Sign Ordinance and shall require separate application and approval by the Planning Division prior to installation of any signs.

**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)**

**AIR QUALITY**

A. **Dust, Noise, Vibration and Materials Management Plan:** A management plan detailing strategies for control of noise, dust and vibration, and storage of hazardous materials during construction of the project shall be submitted for review prior issuance of a grading permit and requirements shall be included on all site development and grading plans. The intent of this condition is to

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minimize construction related disturbance of residents of the nearby or adjacent properties. **(MHMC 18.76)**

1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.

2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.

4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.

5. The simultaneous occurrence of excavation, grading, and ground disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.

6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel.

8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

9. Minimizing the idling time of diesel-powered construction equipment to two minutes.

10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low

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emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.

11. Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).

12. Requiring that all construction equipment, diesel trucks, and generators be equipped with Best Available Control Technology for emission reductions of NOx and PM.

13. Requiring all contractors use equipment that meets CARB's most recent certification standard for off-road heavy-duty diesel engines.

## CULTURAL RESOURCES

**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,

Attachment: Design Permit Resolution [Revision 6] (3085 : Trammell Crow Redwood Tech at 101)

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 or 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.)

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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.** **Mitigation Fee Act:** Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) in connection with approval of this development project for the purpose of defraying all or a portion of the cost of public facilities related to this development project (Mitigation Fee Act Fees). These fees do not include fees for processing applications for governmental regulatory actions or approvals, fees collected as part of development agreements, or as a part of the application for the City's Residential Development Control System. The Mitigation Fee Act Fees applying to this project are listed in the schedule of fees to be provided at building permit stage. Notice is also hereby given that the Developer has an opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval or conditional approval of this development project and that the 90-day protest period has begun.

B. **Signed Copies of Resolution with Conditions**: Submit two (2) signed copies of the resolution with conditions to the Planning Division prior to issuance of a building permit.

C. **Traffic Analysis**: A traffic analysis shall be performed prior to each tenant occupying a building. Recommendations made in the traffic analysis to improve on-site or off-site conditions shall be installed and completed as reviewed and

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approved by the Development Services Director and City Engineer prior to the tenant occupying the building.

## ENGINEERING DIVISION

### I. PROJECT SPECIFIC

A. Street and Utility Improvements:

1. Coordination with Adjacent Residential Project: The developer shall coordinate the De Paul Drive improvements and sanitary sewer improvements with the project known as "The Crosswinds Project" located on the east side of De Paul Drive (APNs: 728-30-001, -002, -003, & -004) and owned by Dividend Homes.
   i. Prior to parcel map approval, the developer shall obtain the necessary right-of-way on De Paul Drive (and construction easement, if required) from Dividend Homes' Crosswinds Project.

2. De Paul Drive: Construct De Paul Drive to comply with the City's half street (2/3 street) standards along the west side of De Paul Drive from Cochrane Road to the proposed cul-de-sac next to Half Road (includes the frontage along the Lands of Lee with APN: 728-30-008) to the satisfaction of the City Engineer.
   i. Install and dedicate the required street improvements at De Paul Drive to have a straight road alignment with a minimum 46' right-of-way width and a minimum 36' pavement width from face of curb along the unimproved section of De Paul Drive to the new cul-de-sac next to Half Road.
   ii. The City will quitclaim approximately 19' of right-of-way along the De Paul Drive frontage of APN: 728-30-009.
   iii. The developer shall dedicate 36' right-of-way width in fee to the City for public street purposes along the De Paul Drive frontage of APN: 728-31-014 and dedicate a 10' wide Public Service Easement (PSE) behind the proposed property line.
   iv. The project's right-of-way dedication and quitclaim shall be shown on the parcel map.
   v. The street improvements shall include, but are not limited to, curb and gutter, sidewalk, landscaping, full cul-de-sac at the southerly end of De Paul Drive next to Half Road, street paving, utilities, undergrounding, stormwater post-construction facilities, and street lighting.
   vi. The project shall construct City standard sidewalk along the west side of De Paul Drive from Cochrane Road to the proposed cul-de-sac next to Half Road to provide a continuous pedestrian connection from the project site to Cochrane Road.

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1) The project has an option to construct a temporary asphalt sidewalk along the frontages of the future Phase 2 Project and the Lands of Lee (APN: 728-30-008)

vii. The project's two northerly driveways at De Paul Drive are proposed to have widths that exceed the City standard maximum industrial driveway width of 36' to allow truck access/maneuvering.

1) At improvement plan/building permit stage, submit an additional truck turning template using the ultimate street width of De Paul Drive for City Engineer review.

viii. At improvement plan/building permit stage, revise the De Paul Drive street cross-sections to match the 2/3 street width.

3. Half Road: The developer shall construct Half Road to comply with City standards along the north side of the project's Half Road frontage to the satisfaction of the City Engineer.
   i. Install and dedicate the required street improvements at Half Road. The street improvements shall include, but are not limited to, curb and gutter, sidewalk, landscaping, street paving, utilities, stormwater post-construction facilities, and street lighting.
   ii. The developer shall dedicate right-of-way in fee to the City for public street purposes at a width of 36' from centerline along the Half Road frontage of APN: 728-30-009 and dedicate a 10' wide PSE behind the proposed property line.
   iii. Extend the new sidewalk along the project's Half Road frontage westerly up to the Madrone Channel/Trail entrance. The design of the sidewalk and compliance with Valley Water's access requirements to Madrone Channel will be reviewed at improvement plan/building permit stage.

4. Cochrane Road: Construct the ultimate width of Cochrane Road along the project's frontage to comply with the City's arterial street standards to the satisfaction of the City Engineer.
   i. Install and dedicate the required street improvements at Cochrane Road. The street improvements shall include, but are not limited to, curb and gutter, sidewalk, dedicated right-turn pocket along eastbound Cochrane Road, landscaping, street paving, utilities, stormwater post-construction facilities, and street lighting.
   ii. The developer shall dedicate a minimum of 60' of right-of-way from the centerline of Cochrane Road for public street purposes along the Cochrane Road frontage of APN: 728-31-014 and dedicate a 10' wide PSE behind the proposed property line.
   iii. At improvement plan//building permit stage, revise plans to show the number of streetlights and spacing along Cochrane Road to comply with City standards. Per City standards, streetlight spacing for arterials

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is 160' to 180' and streetlight location shall be directly opposite the existing streetlight on the north side of Cochrane Road.

iv. At improvement plan//building permit stage, submit a traffic signal modification plan for the Cochrane Road/De Paul Drive intersection. The plan shall include the relocation or replacement of the two existing traffic signal poles on the southwest corner of the intersection, signal phasing, and the proposed striping plans.

5. Utilities: The City's Water System Master Plan, Storm Drainage System Master Plan, and Sewer System Master Plan identified proposed improvements along De Paul Drive and Half Road.
   i. Storm Improvements:
      1) The project shall construct a 48" to 54" storm main along the project's Half Road frontage per the City's Storm Master Plan.
      2) Provide a minimum 20' wide additional PSE centered over the portion of the proposed storm drain main located west of Condit Road. The PSE shall be reviewed at parcel map stage.
      3) The developer shall continue to work with the City and Valley Water to review the design conditions of the PL-566 project and shall revise the on-site drainage plans at improvement plan stage, as needed, to the satisfaction of the City Engineer.
      4) Per the notes on the project's Vesting Tentative Parcel Map, the site is in Flood Zone "X- Shaded" and Flood Zone "AE" as shown on the FEMA Flood Insurance Rate Maps. Depending on the results of Valley Water's updated hydrology model, the project may be required to submit a Letter of Map Revision (LOMR) to FEMA or other appropriate documentation to update the flood zone for the site and designate the entire site to be entirely within Flood Zone "X-Shaded", an area defined as outside the 100-year floodplain.
      5) A segment of the proposed 24" storm main along De Paul Drive shows a manhole spacing that exceeds the City standard maximum spacing of 400' for 15" to 30" storm pipe diameters. At improvement plan/building permit stage, revise storm manhole spacing to comply with City standards.
      6) At improvement plan/building permit stage, revise the pipe size of the following to the minimum size of 15-inch diameter per City standard:
         a) Proposed 12" storm main segment at De Paul Drive, between Sta. 16+00 and Sta. 18+00.
         b) Proposed 12" storm lateral at Half Road, near Sta. 5+40.
         c) Proposed 12" storm laterals at De Paul Drive.

   ii. Water Improvements: At improvement plan/building permit stage, revise the plans to comply with the following:

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1) Extend the existing 12" public water main from the southerly terminus of De Paul Drive to Half Road per the City's Water System Master Plan. The water main extension shall be public.
2) At improvement plan/building permit stage, show each of the five buildings with a dedicated domestic, irrigation and fire services connected to a public water main.
3) The Utility Plans show the domestic water service for two parcels (Parcels C & D) crossing other parcels. Service for Parcel D crosses Parcel A and service for Parcel C crosses Parcel B. At parcel map review stage, add private utility easements for the water services on Parcels A and B.
4) Detailed review of the water service configurations, water lateral, meter and backflow preventer locations will be performed at improvement plan/building permit stage and will be subject to City Engineer approval.

iii. Sanitary Sewer Improvements: Based on the proposed amendment to the City's Sewer Master Plan, a sewer flow re-route into the Condit Road Sewer Trunk will be a required sewer master plan improvement for the project.

1) Install a 10" sanitary sewer gravity main beginning at De Paul Drive, approximately 540' south of Cochrane Road; then continue in a southbound direction to Half Road; then west along Half Road up to Condit Road; then follow Condit Road and end at a connection to the existing 10" sewer main at Main Avenue.

2) At improvement plan/building permit stage, revise the plans to comply with the following:
   a) On Sheet 6.5 (Preliminary Street Improvement Sections - Sections G & H), show the new 10" sanitary sewer main at Half Road to be constructed by the project.
   b) Show a minimum horizontal clearance of 10' from the existing Valley Water groundwater recharge line.

3) Prior to parcel map approval/building permit issuance, the project shall enter into a Private Sanitary Sewer Maintenance Agreement with the City for maintenance of all private sanitary sewer facilities which includes the private sewer mains, sewer laterals, force main and lift station.

4) A sanitary sewer test manhole shall be provided for each of the five buildings and shall be accessible to the Pretreatment Inspector. The sanitary sewer test manholes shall be located within private property but adjacent to the street right-of-way or as approved by the City Engineer in conjunction with Pretreatment Inspector review.

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6. Reimbursement Agreement: Prior to parcel map approval, the developer shall enter into a Reimbursement Agreement with the City for the reimbursement of the applicable portions of the cost to construct the following improvements that are beyond the developer's responsibility as determined by the City Engineer:
   i. De Paul Drive and Half Road street improvements
   ii. Traffic signal improvements at the intersection of Cochrane Road & De Paul Drive
   iii. Storm improvements at Half Road per City's Storm Master Plan including the proposed outfall to Madrone Channel. The developer will be reimbursed for the cost to upsize the storm main above 24" per the City's Storm Master Plan.
   iv. Sanitary sewer improvements per the City's Sewer Master Plan with the cost based on a sewer cost allocation to be agreed upon by the City, project developer and by Dividend Homes for the Crosswinds Project. The developer will be reimbursed for the cost to upsize the sewer main from 8" (developer's responsibility) to 10" per the proposed amendment to City's Sewer Master Plan.

7. Permits/Approvals from Other Agencies:
   i. At improvement plan/building permit stage, the developer shall submit the improvement plans to Valley Water for review and approval of the following work:
      1) Proposed improvements along Half Road due to the proximity of the work to the existing Valley Water groundwater recharge pipeline
      2) Proposed storm outfall to Madrone Channel
      3) Any required or proposed modifications to an existing storm outfall
      4) Proposed Madrone Channel access

   ii. Prior to start of sanitary sewer construction at Half Road/Condit Road, the developer shall obtain an encroachment permit from County Roads & Airports for the installation of the sanitary sewer main extension along Condit Road.

B. Stormwater Management: The project's Preliminary Stormwater and Hydrology Report dated January 29, 2021 was submitted for City review. At improvement plan/building permit stage, submit the Final Stormwater and Hydrology Report that addresses all of the stormwater comments included in Land Development Engineering's supplemental comment letter dated February 26, 2021.

1. The developer/owner(s) of each of the five parcels will be required to enter into a formal written Stormwater BMP Operation and Maintenance Agreement with the City prior to building permit issuance. The draft agreement will be provided at improvement plan/building permit stage.

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2. At improvement plan/building permit stage, the project shall revise the plans to meet the following design criteria for all loading/unloading dock areas:
   i. Cover loading dock areas or design drainage to minimize run-on and runoff of stormwater.
   ii. Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.

C. Grading:
1. At improvement plan/building permit stage, address the following grading comments:
   i. The Section Details on Sheets C3.1, 3.2, & 3.3 include high points, such as the location of the proposed landscape screening in Section Detail A. Provide spot grades on the grading and drainage plans at these locations and label as high points.
   ii. Revise the callouts or the section details to match.
   iii. Sheet C2.2 calls out a 6' clearance between curb and building E while the clearance shown in Section N on Sheet C3.4 is 8'. Revise to match.

D. Landscaping:
1. At improvement plan/building permit stage, revise the proposed street tree species to comply with the list of Zone 1 street tree species in the City's Master Street Tree Plan.

2. The project shall comply with the City's adopted Santa Clara Valley Water Resource Protection Collaborative's "Guidelines and Standards for Land Use Near Streams. A copy of the guidelines and standards can be found at https://www.valleywater.org/contractors/doing-businesses-with-the-district/permits-for-working-on-district-land-or-easement/guidelines-and-standards-for-land-use-near-streams."
   i. Verify that the proposed landscaping along the project's westerly property line, adjacent to Madrone Channel, complies with the Guidelines and Standards (See Chapters 3 & 4).

3. There is a small, unimproved area behind the new cul-de-sac, next to Half Road, with no improvement proposed. At improvement plan/building permit stage, add a note stating the temporary or permanent landscaping or hardscape proposed for this area.

## ENGINEERING STANDARD CONDITIONS

## I. GENERAL

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A. The applicant shall cause the construction of all public and private improvements in accordance with the latest City Standard Drawings and Specifications. **(MHMC 12.02.090 A; 17.32.010 A)**

B. The applicant shall submit as part of the improvement drawings for the project, profiles of all improvements in the project 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 Parcel Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**

C. Obtain necessary encroachment permits from:
   ☒ City of Morgan Hill
   ☒ County of Santa Clara Roads & Airports
   ☒ Santa Clara Valley Water District (Valley Water)
   and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**

D. Improvement plans are to show water lines, sanitary sewer, storm drain system, pavement widths, curve radius, and existing utilities.

E. 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)**

F. 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)**

G. **Impact Fees:** 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)**

## II. STREET IMPROVEMENTS

A. **Public and Private Streets**: 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

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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)**

B. **Installation and Dedication of Streets**: The project shall install and dedicate street improvement including, but not limited to, curb and gutter, sidewalk, compaction, street paving, oiling, storm drainage facilities, sewer and water, fire protection, undergrounding of utilities and street lighting in conformance with City of Morgan Hill requirements. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010; 17.32.060)**

C. **Underground existing utilities**: All existing overhead utilities adjacent to any site boundary or along any street frontage of site shall be placed underground in accordance with City standards and affected utility company guidelines. **(MHMC 12.02.090 B; 17.32.020 E.1)**

## III. SANITARY SEWER SYSTEM

A. **Design of Sewer Improvements**: 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 proposed public street(s) or 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 parcel. 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)**

B. 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)**

## IV. STORM DRAIN SYSTEM

A. **Storm Drainage Study**: 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**

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**17.32.020 B;17.32.090; CMH Design Standards and Standard Details for Construction)**

B. **Storm Drainage Design**: The applicant shall cause the design and construction to be undertaken for a storm drainage collection system shown on the Tentative Map/Design Review plans. All storm drain improvements shall be constructed to the satisfaction of the City Engineer. **(MHMC 17.32.020 A & B)**

C. **Storm Drainage Capacity**: 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 100-year storm. Items of construction shall include, but not be limited to installation of storm line extension on proposed public street(s), 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)**

D. **Storm Drainage General Requirements:** Prior to issuance of a grading permit, the applicant shall complete the following to the satisfaction of the City Engineer.
   1. Storm drain calculations to determine detention/retention pond sizing and operations.
   2. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
   3. Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control.

   (**CMH Design Standards and Standard Details for Construction)**

E. **Valley Water Dedications:** Where the project adjoins existing Valley Water storm drain facilities, applicant shall obtain dedication(s) of all necessary easement or right-of-way to accommodate established ultimate facilities master plan.

F. **Tree Protection:** BMP Tree protection shall be part of the SWPPP inspections.

G. **NPDES Construction Activity General Permit/SWPPP Requirements**: 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

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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 Public Works Engineering. A Waste Discharger Identification (WDID) number to be issued to the construction site after the SWRCB receives and verifies the submitted ONLINE NOI information. The WDID number and approved SWPPP Manual shall be provided to Public Works and the Building Department prior to any approval of grading activities **(SWRCB NPDES General Permit CA000002).**

H. **NPDES GENERAL PERMIT SITE SWPPP INSPECTIONS AND COMPLIANCE:**

1. ALL project onsite and offsite construction activity shall have the site inspected by a **qualified third party SWPPP Inspector (QSD or QSP or RCE).**
2. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).
3. SWPPP Inspections shall occur bi-weekly during the non-rainy season.
4. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.
5. Per each of the inspection conditions 2, 3, or 4, the NPDES SWPPP Inspector shall certify in writing to the Building and Public Works Department 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 Public Works). 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.
6. Prior to rain events, BMPs not in compliance will need to be corrected immediately.
7. 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.
8. Other non-compliance issues need to be addressed within a 24-hour period.
9. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow up inspection.
10. BMPs maintenance/inspections shall include tree protection if applicable.

## V. WATER SYSTEM

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A. **Domestic Water System**: 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)**

B. **Water well abandonment**: Abandonment of any existing water well shall be in conformance with Santa Clara Valley Water District (Valley Water) Ordinance 90-1. Location and disposition to be shown on the plan. Well(s) shall be properly registered with Valley Water and either be maintained or abandoned in accordance with Valley Water standards.

C. **Water line extension**: Install water line extension on the proposed public streets and/or private streets. **(MHMC 17.32.020 A & D; CMH Water System Master Plan)**

D. **Water Meters:** Provide separate water services and meters for each parcel. These are to be installed by developer. **(MHMC 17.32.020 D)**

E. Provide separate fire service and double detector check with FDC per City standard detail W-8 for each parcel.

## VI. OTHER CONDITIONS

A. **Easement Dedications**: The owner shall dedicate all necessary utility easements. **(MHMC 12.02.080 D; 17.28.010 A)**

B. **Undergrounding new utilities:** 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)**

C. **Parcel Map:** For minor subdivision (4 lots or less), the parcel map 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)**

D. **Landscaping and Irrigation Systems**: Landscaping and irrigation systems serving common areas that are required to be installed in the public right-of-way on the perimeter of this project shall be continuously maintained by the property owner or designated maintenance entity.

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E. **Final Landscape Plans**: Final landscape plans shall be submitted with and included as part of the improvement plans for the project. **(MHMC 17.08.090)**

F. **Pre-construction Meeting**: 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:
   1. Civil Engineer of record
   2. Geotechnical Engineer of record
   3. Third Party QSD/QSP SWPPP Inspector
   4. General Contractor
   5. Sub-Contractors

## VII. NPDES WATER QUALITY STORMWATER MANAGEMENT DEVELOPMENT STANDARDS

A. **Stormwater Management Guidance Manual for Low Impact Development 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 webpage. Project shall provide Stormwater Runoff Management Plan, Stormwater Control Plan Checklist and applicable calculations per the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements. Project shall meet the applicable requirements of the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements:
   1. Performance Requirement 1: Site Design and Runoff Reduction
   2. Performance Requirement 2: Water Quality Treatment
   3. Performance Requirement 3: Runoff Retention
   4. Performance Requirement 4: Peak Management

B. **Peak Storm Water Runoff Discharge Rates:** Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion. 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.

C. **Provide Storm Drain System Stenciling and Signage:** Storm drain stencils are highly visible source controls that are typically placed directly adjacent to

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storm drain inlets. The stencil contains a brief statement that prohibits the dumping of improper materials into the storm water conveyance system. Graphical icons, either illustrating anti-dumping symbols or images of receiving water fauna, are effective supplements to the anti-dumping message. All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: "NO DUMPING – DRAINS TO CREEK") and/or graphical icons to discourage illegal dumping. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. Legibility of stencils and signs must be maintained.

D. **Properly Design Trash Enclosure Areas:** All trash enclosure areas must meet the following Structural or Treatment Control BMP requirements:
   1. Roof Required: Trash enclosure areas shall have an all-weather noncombustible solid roof to prevent rainwater from mixing with the enclosure's contents.
   2. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.
   3. Doors: Trash enclosure shall have door(s) which can be secured when closed.
   4. Grades: The pad for the enclosure shall be designed to not drain outward, and the grade surrounding the enclosure shall be designed to not drain into the enclosure.
   5. Drain Inlet: Within the enclosure, an area drain with an approved (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.

E. **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:
   1. Volumetric Treatment Control BMP
      a. 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
      b. 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
      c. 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.

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2. Flow Based Treatment Control BMP
   a. 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
   b. 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.

F. **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.
   1. The stormwater runoff management plan shall be prepared under the direction of a professional civil engineer registered in the State of California. The responsible professional civil engineer shall stamp and sign the approved stormwater runoff management plan.
   2. The City Engineer or designee may require a developer to provide a signed certification from the civil engineer responsible for preparing the stormwater runoff management plan that all stormwater best management practices have been designed to meet the requirements of this chapter.
   3. Each certifying civil engineer shall establish to the City's satisfaction that such person has been trained on the design of stormwater quality best management practices not more than three years prior to the certification signature date.
   4. Qualifying training shall be conducted by an organization with stormwater quality management expertise, such as a university, the Bay Area Stormwater Management Agencies Association, the American Society of Civil Engineers, the American Public Works Association, or the California Water Environment Association.

G. **Stormwater BMP operation, maintenance, and replacement responsibility**
   1. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property owner(s), an owners' association or other legal entity approved by the city.
   2. Any repairs or restoration/replacement and maintenance shall be in accordance with city-approved plans.
   3. 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.

H. **Stormwater BMP operation and Maintenance Agreement (SWBOMA) required:** Prior to the issuance of any building permit requiring stormwater

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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 at improvement plan/building permit stage).

I. **Stormwater BMP inspection responsibility**
   1. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a **Registered Civil Engineer (RCE)**.
   2. 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:
      a. Site address;
      b. Date and time of inspection;
      c. Name of the person conducting the inspection;
      d. List of stormwater facilities inspected;
      e. Condition of each stormwater facility inspected;
      f. Description of any needed maintenance or repairs; and
      g. As applicable, the need for site re-inspection.
   3. Upon completion of each inspection, an inspection report shall be submitted to Land Development Engineering.

J. **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.

K. **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.

**<u>BUILDING DIVISION</u>**

A. Trash enclosures shall be connected to an accessible route.

B. Trash enclosures shall have a solid noncombustible roof structure to prevent storm water from entering the sanitary sewer system. See Pretreatment requirements regarding the required connection to sanitary sewer.

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C. All building entrances shall be on an accessible route, CBC 11B-206.4. CBC 1028.5 requires the exit discharge shall provide a direct and unobstructed access to a public way.

D. **California Code of Regulations:** Project shall be designed to comply with the most current California Code of Regulations as amended by Morgan Hill Municipal Code Title 15. Building Permit applications submitted after January 1, 2020 shall be designed to comply with the 2019 California Codes of Regulations.

E. **Compliance with Morgan Hill Municipal Code:** Project shall comply with the Morgan Hill Municipal Code (MHMC) including but not limited to:

1. MHMC 15.65 Sustainable Building Regulations.
2. MHMC 18.72.040 C. Electric Vehicle Charging.
   - i When Required. Electric vehicle charging stations shall be provided:
     - (a) For new structures or uses required to provide at least twenty-five parking spaces; and
     - (b) Additions or remodels that increase an existing parking lot of fifty or more spaces by ten percent or more.
   - ii Number of Charging Stations. The number of required charging stations shall be as follows:
     - (a) Twenty-five to forty-nine parking spaces: One charging station.
     - (b) Fifty to one hundred parking spaces: Two charging stations, plus one for each additional fifty parking spaces.
3. MHMC 15.40 Building Security
4. MHMC 15.38 Wage Theft Preventions
5. MHMC 18.148 Water Conservation
6. MHMC 15.63 Prohibition of Natural Gas Infrastructure in New Buildings

**FIRE DIVISION**

A. **Preliminary Review Only:** The requirements and conditions stated in this review are preliminary and are intended to be used for the purposes of project planning. An official Fire Department review of the project will be conducted upon receipt of a complete plan submittal application that clearly shows all intended grading, demolition, construction or building modifications.

B. **Proposal limited to:** Review of this Development proposal is limited to acceptability of site access as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work, the

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applicant shall make application to, and receive from, the Building Department all applicable construction permits.

C. Underground fire service, fire sprinklers, and fire alarm shall all be deferred submittals under a separate permit.

**SANTA CLARA VALLEY WATER DISTRICT**

A. Proposed outfalls to the Madrone Channel shall require permits from Valley Water, the Central Coast Regional Water Quality Control Board, US Army Corps of Engineers and the California Department of Fish and Wildlife.

B. The proposed location of the outfall to the Madrone Channel shall be reviewed and approved by Valley Water.

C. Grading adjacent to Madrone Channel shall be at a maximum 4:1 slope along the property line, for the minimum amount necessary, per the Guidelines and Standards for Land Use Near Streams. All site drainage should be directed to the City storm drain system, not overbank towards Madrone Channel. Bio-swales should be designed to overflow into the site drainage system, not overbank into Madrone Channel.

D. Any road work, grading, paving and proposed utility (sewer or water, etc.) crossing over Valley Water's Main-Madrone Pipeline in Half Road shall require a Valley Water Permit.

E. Landscaping shall be setback such that there are no overhanging branches in Valley Water right of way during and at full growth. Species selection should be in accordance with the Guidelines and Standards for Land Use Near Streams.

F. The proposed storm drain outfall manhole shall be located outside Valley Water right-of-way.

G. Improvement plans shall be submitted to Valley Water for review and approval of the proposed Madrone Channel access.

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# RESOLUTION NO. 21-05

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING OF A VESTING TENTATIVE PARCEL MAP FOR A 4-LOT PARCEL MAP ON A 29-ACRE SITE LOCATED ON THE NORTHERN INTERSECTION OF CONDIT ROAD AND HALF ROAD (DE PAUL – TC MORGAN HILL VENTURE (REDWOOD TECH AT 101)) (APNS 728-30-006 AND 728-30-009)**

**WHEREAS**, on December 15, 2020, TC Morgan Hill Venture submitted an application for a vesting tentative parcel map (SD2020-0011: De Paul – TC Morgan Hill Venture) for the Redwood Tech at 101 project; and

**WHEREAS**, such request was considered by the Planning Commission at its meeting of May 25, 2021; and

**WHEREAS**, this project is consistent with the development projections analyzed in the Morgan Hill 2035 General Plan program EIR for the project site. The project also is designed to be consistent with the development standards in the General Plan and Zoning Code. No further environmental assessment is required; 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 Vesting Tentative Parcel Map, together with its provisions for its design and improvements, is consistent with the General Plan and the zoning code.

**SECTION 2.** The Vesting Tentative Parcel Map as described herein is hereby approved. The proposed project shall be subject to the conditions as identified in the set of standard conditions attached hereto, as Exhibit A, and by this reference incorporated herein.

**PASSED AND ADOPTED THIS 25th DAY OF MAY 2021, AT A SPECIAL MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:**

**AYES:** **COMMISSIONERS:**

**NOES:** **COMMISSIONERS:**

**ABSTAIN:** **COMMISSIONERS:**

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**ABSENT:** **COMMISSIONERS:**

**ATTEST:**

_____

**JENNA LUNA, Deputy City Clerk**

**APPROVED:**

_____

**MOHAMMAD HABIB, Chair**

**Date:** _____

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**EXHIBIT "A"**
**STANDARD CONDITIONS**

**APPLICATION NO: SD2020-0011: DE PAUL – TC MORGAN HILL VENTURE (REDWOOD TECH AT 101)**

**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 Vesting 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:

## II. PROJECT CONDITIONS OF APPROVAL

This Tentative Parcel Map approval is limited to the plan set dated January 2021 on file (File Number SD2020-0011) 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 Parcel 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

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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 Parcel 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.

**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)**

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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, ground-stone mortars and pestles), culturally altered ash-stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials, and historic structure remains such as stone-lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the 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

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protocols, or if on-site at the time or 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

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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 parcel map shall not be completed until approval of the Design Review Permit is completed.

B. Signed copies of Resolution: Submit two (2) signed copies of this Resolution to the Planning Division prior to issuance of building permits.

**ENGINEERING DIVISION**

**PROJECT SPECIFIC ENGINEERING CONDITIONS**

A. Street and Utility Improvements:
   1. Coordination with Adjacent Residential Project: The developer shall coordinate the De Paul Drive improvements and sanitary sewer improvements with the project known as "The Crosswinds Project" located on the east side of De Paul Drive (APNs: 728-30-001, -002, -003, & -004) and owned by Dividend Homes.
      i. Prior to parcel map approval, the developer shall obtain the necessary right-of-way on De Paul Drive (and construction easement, if required) from Dividend Homes' Crosswinds Project.

   2. De Paul Drive: Construct De Paul Drive to comply with the City's half street (2/3 street) standards along the west side of De Paul Drive from Cochrane Road to the proposed cul-de-sac next to Half Road (includes the frontage along the Lands of Lee with APN: 728-30-008) to the satisfaction of the City Engineer.
      i. Install and dedicate the required street improvements at De Paul Drive to have a straight road alignment with a minimum 46' right-of-way width and a minimum 36' pavement width from face of curb along the unimproved section of De Paul Drive to the new cul-de-sac next to Half Road.
      ii. The City will quitclaim approximately 19' of right-of-way along the De Paul Drive frontage of APN: 728-30-009.
      iii. The developer shall dedicate 36' right-of-way width in fee to the City for public street purposes along the De Paul Drive frontage of APN: 728-31-014 and dedicate a 10' wide Public Service Easement (PSE) behind the proposed property line.
      iv. The project's right-of-way dedication and quitclaim shall be shown on the parcel map.
      v. The street improvements shall include, but are not limited to, curb and gutter, sidewalk, landscaping, full cul-de-sac at the southerly end of De

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Paul Drive next to Half Road, street paving, utilities, undergrounding, stormwater post-construction facilities, and street lighting.

vi. The project shall construct City standard sidewalk along the west side of De Paul Drive from Cochrane Road to the proposed cul-de-sac next to Half Road to provide a continuous pedestrian connection from the project site to Cochrane Road.
   1) The project has an option to construct a temporary asphalt sidewalk along the frontages of the future Phase 2 Project and the Lands of Lee (APN: 728-30-008)

vii. The project's two northerly driveways at De Paul Drive are proposed to have widths that exceed the City standard maximum industrial driveway width of 36' to allow truck access/maneuvering.
   1) At improvement plan/building permit stage, submit an additional truck turning template using the ultimate street width of De Paul Drive for City Engineer review.

viii. At improvement plan/building permit stage, revise the De Paul Drive street cross-sections to match the 2/3 street width.

3. Half Road: The developer shall construct Half Road to comply with City standards along the north side of the project's Half Road frontage to the satisfaction of the City Engineer.
   i. Install and dedicate the required street improvements at Half Road. The street improvements shall include, but are not limited to, curb and gutter, sidewalk, landscaping, street paving, utilities, stormwater post-construction facilities, and street lighting.
   ii. The developer shall dedicate right-of-way in fee to the City for public street purposes at a width of 36' from centerline along the Half Road frontage of APN: 728-30-009 and dedicate a 10' wide PSE behind the proposed property line.
   iii. Extend the new sidewalk along the project's Half Road frontage westerly up to the Madrone Channel/Trail entrance. The design of the sidewalk and compliance with Valley Water's access requirements to Madrone Channel will be reviewed at improvement plan/building permit stage.

4. Cochrane Road: Construct the ultimate width of Cochrane Road along the project's frontage to comply with the City's arterial street standards to the satisfaction of the City Engineer.
   i. Install and dedicate the required street improvements at Cochrane Road. The street improvements shall include, but are not limited to, curb and gutter, sidewalk, dedicated right-turn pocket along eastbound Cochrane Road, landscaping, street paving, utilities, stormwater post-construction facilities, and street lighting.
   ii. The developer shall dedicate a minimum of 60' of right-of-way from the centerline of Cochrane Road for public street purposes along the

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Cochrane Road frontage of APN: 728-31-014 and dedicate a 10' wide PSE behind the proposed property line.

iii. At improvement plan//building permit stage, revise plans to show the number of streetlights and spacing along Cochrane Road to comply with City standards. Per City standards, streetlight spacing for arterials is 160' to 180' and streetlight location shall be directly opposite the existing streetlight on the north side of Cochrane Road.

iv. At improvement plan//building permit stage, submit a traffic signal modification plan for the Cochrane Road/De Paul Drive intersection. The plan shall include the relocation or replacement of the two existing traffic signal poles on the southwest corner of the intersection, signal phasing, and the proposed striping plans.

5. Utilities: The City's Water System Master Plan, Storm Drainage System Master Plan, and Sewer System Master Plan identified proposed improvements along De Paul Drive and Half Road.

   i. Storm Improvements:

      1) The project shall construct a 48" to 54" storm main along the project's Half Road frontage per the City's Storm Master Plan.
      2) Provide a minimum 20' wide additional PSE centered over the portion of the proposed storm drain main located west of Condit Road. The PSE shall be reviewed at parcel map stage.
      3) The developer shall continue to work with the City and Valley Water to review the design conditions of the PL-566 project and shall revise the on-site drainage plans at improvement plan stage, as needed, to the satisfaction of the City Engineer.
      4) Per the notes on the project's Vesting Tentative Parcel Map, the site is in Flood Zone "X- Shaded" and Flood Zone "AE" as shown on the FEMA Flood Insurance Rate Maps. Depending on the results of Valley Water's updated hydrology model, the project may be required to submit a Letter of Map Revision (LOMR) to FEMA or other appropriate documentation to update the flood zone for the site and designate the entire site to be entirely within Flood Zone "X-Shaded", an area defined as outside the 100-year floodplain.
      5) A segment of the proposed 24" storm main along De Paul Drive shows a manhole spacing that exceeds the City standard maximum spacing of 400' for 15" to 30" storm pipe diameters. At improvement plan/building permit stage, revise storm manhole spacing to comply with City standards.
      6) At improvement plan/building permit stage, revise the pipe size of the following to the minimum size of 15-inch diameter per City standard:
         a) Proposed 12" storm main segment at De Paul Drive, between Sta. 16+00 and Sta. 18+00.
         b) Proposed 12" storm lateral at Half Road, near Sta. 5+40.
         c) Proposed 12" storm laterals at De Paul Drive.

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ii. Water Improvements: At improvement plan/building permit stage, revise the plans to comply with the following:
   1) Extend the existing 12" public water main from the southerly terminus of De Paul Drive to Half Road per the City's Water System Master Plan. The water main extension shall be public.
   2) At improvement plan/building permit stage, show each of the five buildings with a dedicated domestic, irrigation and fire services connected to a public water main.
   3) The Utility Plans show the domestic water service for two parcels (Parcels C & D) crossing other parcels. Service for Parcel D crosses Parcel A and service for Parcel C crosses Parcel B. At parcel map review stage, add private utility easements for the water services on Parcels A and B.
   4) Detailed review of the water service configurations, water lateral, meter and backflow preventer locations will be performed at improvement plan/building permit stage and will be subject to City Engineer approval.

iii. Sanitary Sewer Improvements: Based on the proposed amendment to the City's Sewer Master Plan, a sewer flow re-route into the Condit Road Sewer Trunk will be a required sewer master plan improvement for the project.
   1) Install a 10" sanitary sewer gravity main beginning at De Paul Drive, approximately 540' south of Cochrane Road; then continue in a southbound direction to Half Road; then west along Half Road up to Condit Road; then follow Condit Road and end at a connection to the existing 10" sewer main at Main Avenue.

   2) At improvement plan/building permit stage, revise the plans to comply with the following:
      a) On Sheet 6.5 (Preliminary Street Improvement Sections - Sections G & H), show the new 10" sanitary sewer main at Half Road to be constructed by the project.
      b) Show a minimum horizontal clearance of 10' from the existing Valley Water groundwater recharge line.

   3) Prior to parcel map approval/building permit issuance, the project shall enter into a Private Sanitary Sewer Maintenance Agreement with the City for maintenance of all private sanitary sewer facilities which includes the private sewer mains, sewer laterals, force main and lift station.

   4) A sanitary sewer test manhole shall be provided for each of the five buildings and shall be accessible to the Pretreatment Inspector. The

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sanitary sewer test manholes shall be located within private property but adjacent to the street right-of-way or as approved by the City Engineer in conjunction with Pretreatment Inspector review.

6. Reimbursement Agreement: Prior to parcel map approval, the developer shall enter into a Reimbursement Agreement with the City for the reimbursement of the applicable portions of the cost to construct the following improvements that are beyond the developer's responsibility as determined by the City Engineer:
   i. De Paul Drive and Half Road street improvements
   ii. Traffic signal improvements at the intersection of Cochrane Road & De Paul Drive
   iii. Storm improvements at Half Road per City's Storm Master Plan including the proposed outfall to Madrone Channel. The developer will be reimbursed for the cost to upsize the storm main above 24" per the City's Storm Master Plan.
   iv. Sanitary sewer improvements per the City's Sewer Master Plan with the cost based on a sewer cost allocation to be agreed upon by the City, project developer and by Dividend Homes for the Crosswinds Project. The developer will be reimbursed for the cost to upsize the sewer main from 8" (developer's responsibility) to 10" per the proposed amendment to City's Sewer Master Plan.

## STANDARD ENGINEERING CONDITIONS

### I. GENERAL

A. The applicant shall cause the construction of all public and private improvements in accordance with the latest City Standard Drawings and Specifications. **(MHMC 12.02.090 A; 17.32.010 A)**

B. The applicant shall submit as part of the improvement drawings for the project, profiles of all improvements in the project 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 Parcel Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**

C. Obtain necessary encroachment permits from:
   ☒ City of Morgan Hill
   ☒ County of Santa Clara Roads & Airports
   ☒ Santa Clara Valley Water District (Valley Water)
   and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**

D. Improvement plans are to show water lines, sanitary sewer, storm drain system, pavement widths, curve radius, and existing utilities.

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E. 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)**

F. 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)**

G. **Impact Fees:** 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)**

## II. STREET IMPROVEMENTS

A. **Public and Private Streets**: 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)**

B. **Installation and Dedication of Streets**: The project shall install and dedicate street improvement including, but not limited to, curb and gutter, sidewalk, compaction, street paving, oiling, storm drainage facilities, sewer and water, fire protection, undergrounding of utilities and street lighting in conformance with City of Morgan Hill requirements. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010; 17.32.060)**

C. **Underground existing utilities**: All existing overhead utilities adjacent to any site boundary or along any street frontage of site shall be placed underground in accordance with City standards and affected utility company guidelines. **(MHMC 12.02.090 B; 17.32.020 E.1)**

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

## III. SANITARY SEWER SYSTEM

A. **Design of Sewer Improvements**: 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 proposed public street(s) or 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 parcel. 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)**

B. 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)**

## IV. STORM DRAIN SYSTEM

A. **Storm Drainage Study**: 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)**

B. **Storm Drainage Design**: The applicant shall cause the design and construction to be undertaken for a storm drainage collection system shown on the Tentative Map/Design Review plans. All storm drain improvements shall be constructed to the satisfaction of the City Engineer. **(MHMC 17.32.020 A & B)**

C. **Storm Drainage Capacity**: 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 100-year storm. Items of construction shall include, but not be limited to installation of storm line extension on proposed public street(s), 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)**

D. **Storm Drainage General Requirements:** Prior to issuance of a grading permit, the applicant shall complete the following to the satisfaction of the City Engineer.

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

1. Storm drain calculations to determine detention/retention pond sizing and operations.
2. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
3. Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control.

(**CMH Design Standards and Standard Details for Construction)**

E. **Valley Water Dedications:** Where the project adjoins existing Valley Water storm drain facilities, applicant shall obtain dedication(s) of all necessary easement or right-of-way to accommodate established ultimate facilities master plan.

F. **Tree Protection:** BMP Tree protection shall be part of the SWPPP inspections.

G. **NPDES Construction Activity General Permit/SWPPP Requirements**: 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 Public Works Engineering. A Waste Discharger Identification (WDID) number to be issued to the construction site after the SWRCB receives and verifies the submitted ONLINE NOI information. The WDID number and approved SWPPP Manual shall be provided to Public Works and the Building Department prior to any approval of grading activities **(SWRCB NPDES General Permit CA000002).**

H. **NPDES GENERAL PERMIT SITE SWPPP INSPECTIONS AND COMPLIANCE:**
1. ALL project onsite and offsite construction activity shall have the site inspected by a **qualified third party SWPPP Inspector (QSD or QSP or RCE).**
2. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).
3. SWPPP Inspections shall occur bi-weekly during the non-rainy season.
4. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

5. Per each of the inspection conditions 2, 3, or 4, the NPDES SWPPP Inspector shall certify in writing to the Building and Public Works Department 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 Public Works). 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.
6. Prior to rain events, BMPs not in compliance will need to be corrected immediately.
7. 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.
8. Other non-compliance issues need to be addressed within a 24-hour period.
9. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow up inspection.
10. BMPs maintenance/inspections shall include tree protection if applicable.

## V. WATER SYSTEM

A. **Domestic Water System**: 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)**

B. **Water well abandonment**: Abandonment of any existing water well shall be in conformance with Santa Clara Valley Water District (Valley Water) Ordinance 90-1. Location and disposition to be shown on the plan. Well(s) shall be properly registered with Valley Water and either be maintained or abandoned in accordance with Valley Water standards.

C. **Water line extension**: Install water line extension on the proposed public streets and/or private streets. **(MHMC 17.32.020 A & D; CMH Water System Master Plan)**

D. **Water Meters:** Provide separate water services and meters for each parcel. These are to be installed by developer. **(MHMC 17.32.020 D)**

E. Provide separate fire service and double detector check with FDC per City standard detail W-8 for each parcel.

## VI. OTHER CONDITIONS

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

A. **Easement Dedications**: The owner shall dedicate all necessary utility easements. **(MHMC 12.02.080 D; 17.28.010 A)**

B. **Undergrounding new utilities:** 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)**

C. **Parcel Map:** For minor subdivision (4 lots or less), the parcel map 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)**

## VII. NPDES WATER QUALITY STORMWATER MANAGEMENT DEVELOPMENT STANDARDS

A. **Stormwater Management Guidance Manual for Low Impact Development 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 webpage. Project shall provide Stormwater Runoff Management Plan, Stormwater Control Plan Checklist and applicable calculations per the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements. Project shall meet the applicable requirements of the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements:

1. Performance Requirement 1: Site Design and Runoff Reduction
2. Performance Requirement 2: Water Quality Treatment
3. Performance Requirement 3: Runoff Retention
4. Performance Requirement 4: Peak Management

B. **Peak Storm Water Runoff Discharge Rates:** Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion. 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.

C. **Provide Storm Drain System Stenciling and Signage:** Storm drain stencils are highly visible source controls that are typically placed directly adjacent to

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

storm drain inlets. The stencil contains a brief statement that prohibits the dumping of improper materials into the storm water conveyance system. Graphical icons, either illustrating anti-dumping symbols or images of receiving water fauna, are effective supplements to the anti-dumping message. All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: “NO DUMPING – DRAINS TO CREEK”) and/or graphical icons to discourage illegal dumping. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. Legibility of stencils and signs must be maintained.

D. **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:
   1. Volumetric Treatment Control BMP
      a. 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
      b. 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
      c. 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.
   2. Flow Based Treatment Control BMP
      a. 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
      b. 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.

E. **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.
   1. The stormwater runoff management plan shall be prepared under the direction of a professional civil engineer registered in the State of California. The responsible professional civil engineer shall stamp and sign the approved stormwater runoff management plan.

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

2. The City Engineer or designee may require a developer to provide a signed certification from the civil engineer responsible for preparing the stormwater runoff management plan that all stormwater best management practices have been designed to meet the requirements of this chapter.
3. Each certifying civil engineer shall establish to the City's satisfaction that such person has been trained on the design of stormwater quality best management practices not more than three years prior to the certification signature date.
4. Qualifying training shall be conducted by an organization with stormwater quality management expertise, such as a university, the Bay Area Stormwater Management Agencies Association, the American Society of Civil Engineers, the American Public Works Association, or the California Water Environment Association.

F. **Stormwater BMP operation, maintenance, and replacement responsibility**
1. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property owner(s), an owners' association or other legal entity approved by the city.
2. Any repairs or restoration/replacement and maintenance shall be in accordance with city-approved plans.
3. 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.

G. **Stormwater BMP operation and Maintenance Agreement (SWBOMA) required:** Prior to the issuance of any building permit 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 at improvement plan/building permit stage).

H. **Stormwater BMP inspection responsibility**
1. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a **Registered Civil Engineer (RCE)**.
2. Unless otherwise required by the City Engineer or designee, stormwater facility inspections shall be done at least twice per year (April 15$^{th}$ and September 15$^{th}$) by the RCE. Written records shall be kept of all inspections and shall include, at minimum, the following information:
   a. Site address;

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

b. Date and time of inspection;
c. Name of the person conducting the inspection;
d. List of stormwater facilities inspected;
e. Condition of each stormwater facility inspected;
f. Description of any needed maintenance or repairs; and
g. As applicable, the need for site re-inspection.

3. Upon completion of each inspection, an inspection report shall be submitted to Land Development Engineering.

I. **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.

J. **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.

Attachment: Vesting Tentative Parcel Map Resolution [Revision 3] (3085 : Trammell Crow Redwood Tech at 101)

Allen Matkins

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Attorneys at Law
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**David H. Blackwell**
E-mail: dblackwell@allenmatkins.com
Direct Dial: 415.273.7463 File Number: 378172.00001/4833-9163-8503.2

Attachment: Allen Matkins Attorneys at Law letter (3085 : Trammell Crow Redwood Tech at 101)

**Via Electronic Mail**
**jennifer.carman@morganhill.ca.gov**

April 29, 2021

Jennifer Carman
Development Services Director
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

**Re: TC Morgan Hill Ventures: Redwood Tech@101**

Dear Ms. Carman:

This office submits this letter on behalf of TC Morgan Hill Ventures, the applicant for the development project known as Redwood Tech@101 ("Project"). As you know, the Project seeks design review approval by the Planning Commission. The purpose of this letter is to address recent inquiries regarding the Planning Commission's scope of design review and its relation to the California Environmental Quality Act ("CEQA"; Pub. Res. Code § 21000 *et seq*.).

## I. LEGAL PRINCIPLES

CEQA review applies only to discretionary actions proposed to be carried out or approved by a public agency. (Pub. Res. Code § 21080(a).) CEQA thus does not apply to ministerial approvals. As the California Supreme Court recently held, "even if a statute grants an agency *some* discretionary authority over an aspect of a project, the project is ministerial for CEQA purposes if the agency lacks authority to address *environmental* impacts." (*Protecting Our Water & Environmental Resources v. County of Stanislaus* (2020) 10 Cal. 5th 479, 494 [italics in original].)

Regarding this latter point, *McCorkle Eastside Neighborhood Group. v. City of St. Helena* (2018) 31 Cal. App. 5th 80 ("*McCorkle*") is instructive. In *McCorkle*, the applicant submitted a design review application for a multifamily development project in the city. The staff report to the planning commission concluded that the project fell within the Class 32 infill exemption of CEQA Guidelines 15332 and was thus exempt from CEQA. (*Id*. at 86.) In approving the application, the planning commission found that the Class 32 infill exemption applied. (*Id*. at 87.) In denying the project opponents' appeal, the city council adopted an approval resolution finding that the infill exemption applied and that "even if the project was not exempt from CEQA under the class 32 infill

exemption, 'and some level of CEQA review thus were required, the City would nevertheless be allowed to undertake only limited review based on design related environmental issues, not the use-related issues asserted by the appellants' argument.'" (*Id*. at 88.)

The project opponents then filed a petition for writ of mandate that was denied by the trial court. On appeal, the opponents contended that the city abused its discretion under CEQA by approving the project's design review without requiring an environmental impact report. (*Id*. at 85.) In affirming the trial court's decision, the court of appeal made observations relevant to the subject Project.

The *McCorkle* court first addressed the propriety of the city adopting a Class 32 infill exemption. Opponents argued that the "unusual circumstances" exception to the exemption should have applied. (*Id*. at 91-92.) The appellate court responded that even if the opponents were correct, the city council "properly found that its discretion was limited to design review" and that "the issues addressed during design review did not require the separate invocation of CEQA." (*Id*. at 92.) Similarly, the court held it unnecessary to address the "unusual circumstances" argument because it was irrelevant because of the inapplicability of CEQA to the design review proceedings. (*Id*. at 95.)

Reviewing the city's design review ordinance, both the city council and the courts determined that the council could not disapprove a design review application for non-design-related matters. (*Id*. at 92) The court of appeal then explained that aesthetic issues, while in the province of local design review, are not within the province of CEQA. (*Id*. at 94 [citing *Bowman v. City of Berkeley* (2004) 122 Cal. App. 4th 572, 593].)

The opponents then argued that because design review is typically discretionary, the entire project was discretionary and subject to CEQA. (*Ibid*.) The court rejected this argument, holding that "this rule applies only when the discretionary component of the project gives the agency the authority to mitigate environmental impacts." (*Ibid*.) Because of the city's "lack of any discretion to address environmental effects, it is unnecessary to rely on the class 32 exemption." (*Ibid*.)

As a result, the court of appeal affirmed the trial court's judgment, which had denied the project opponents' lawsuit.

## II. APPLICATION TO THE PROJECT

As in *McCorkle*, the City Planning Commission's review of the Project next month is limited to design review. City Code subsections 18.108.040.H and J identify the design review criteria and approval findings, respectively. Like the fourteen design review criteria applied by St. Helena in *McCorkle* (*Id*. at 92-93), the City's design review criteria are limited to design review and not environmental issues.

Attachment: Allen Matkins Attorneys at Law letter (3085 : Trammell Crow Redwood Tech at 101)

Therefore, during the Project's design review proceedings, the Planning Commission lacks discretion to address potential environmental effects, making the Project ministerial for CEQA purposes, as recognized by the recent *Protecting Our Water* and *McCorkle* cases cited above. The Planning Commission should adhere to this case authority. Should it decide to adopt a Class 32 exemption for the Project, it should also make the finding that the exemption is not required due to the ministerial nature of the City's design review procedures.

Very truly yours,

David H. Blackwell

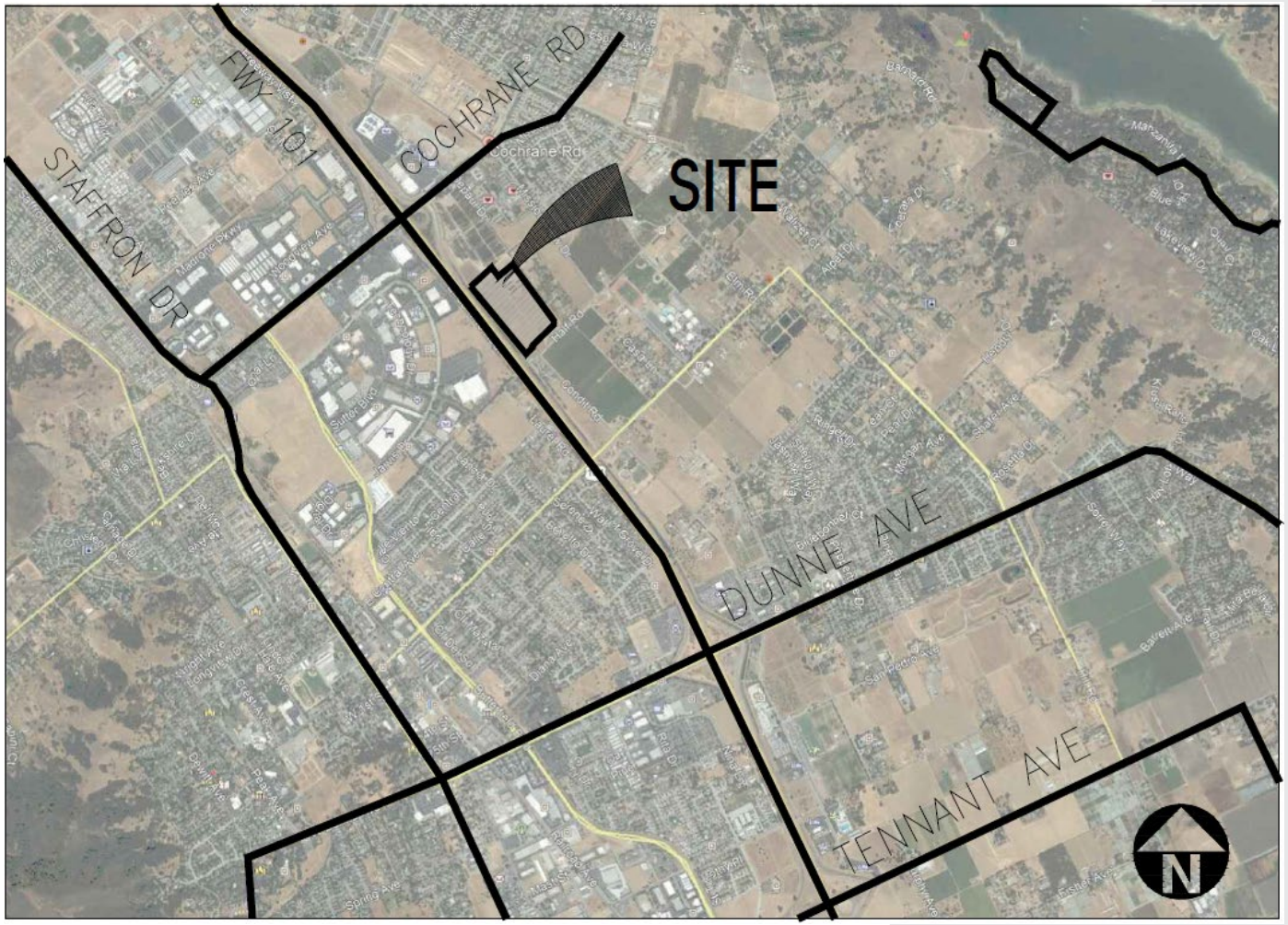
Attachment: Allen Matkins Attorneys at Law letter (3085 : Trammell Crow Redwood Tech at 101)

CITY OF MORGAN HILL

# SD2020-0011 & SR2020-0029 THROUGH SR2020-0033 DE PAUL – TC MORGAN HILL VENTURES REDWOOD TECH@101

May 25, 202

# Redwood Tech@101 – Location



# Redwood Tech@101

CITY OF MORGAN HIL

## Project:

Vesting Tentative Parcel Map (SD2020-0011)

Design Review (SR2020-0029 through SR2020-0033)

## Request:

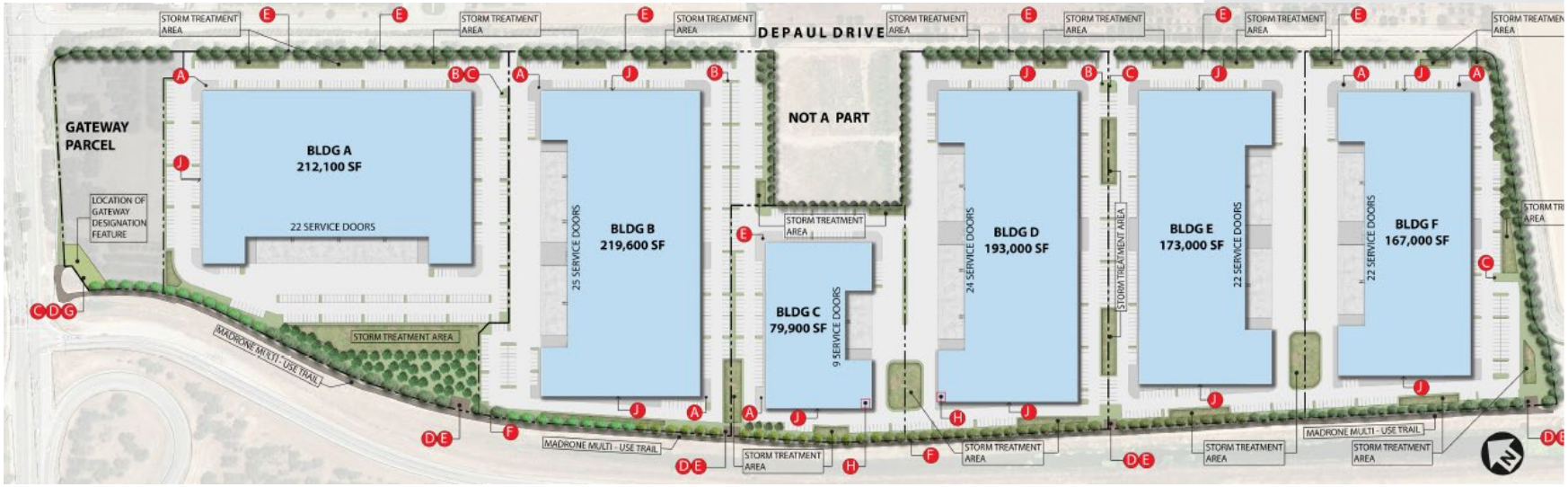
| Building # | Square feet | Parcel # | Acres |
|---|---|---|---|
| A | 138,698 | A | 6.89 |
| B | 92,841 | B | 4.18 |
| C | 122,101 | C | 9.00 |
| D | 73,668 | D* | 9.16 |
| E | 74,006 | | |

* Buildings D and E are both proposed to be located on Parcel D.

# Project Site History

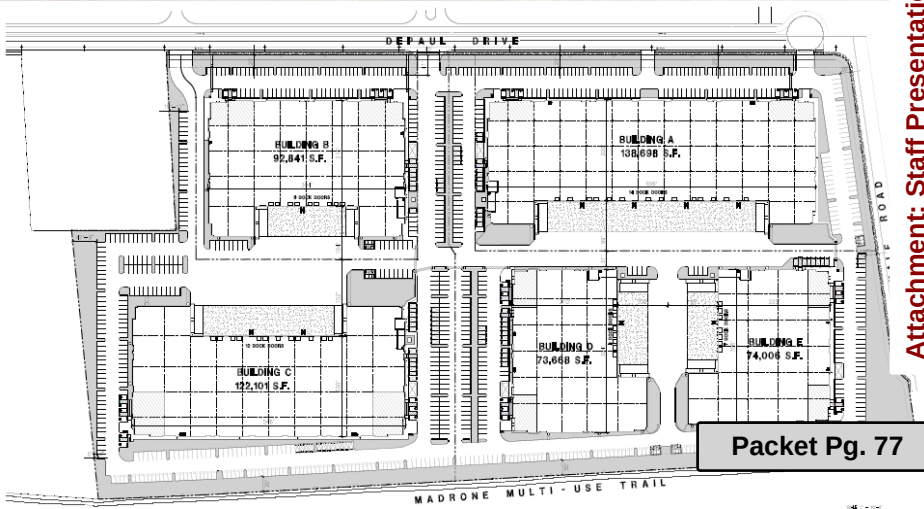
CITY OF MORGAN HIL

## Morgan Hill Technology Park: 1.04 million sq ft




## Redwood Tech@101:

501,000 sq ft



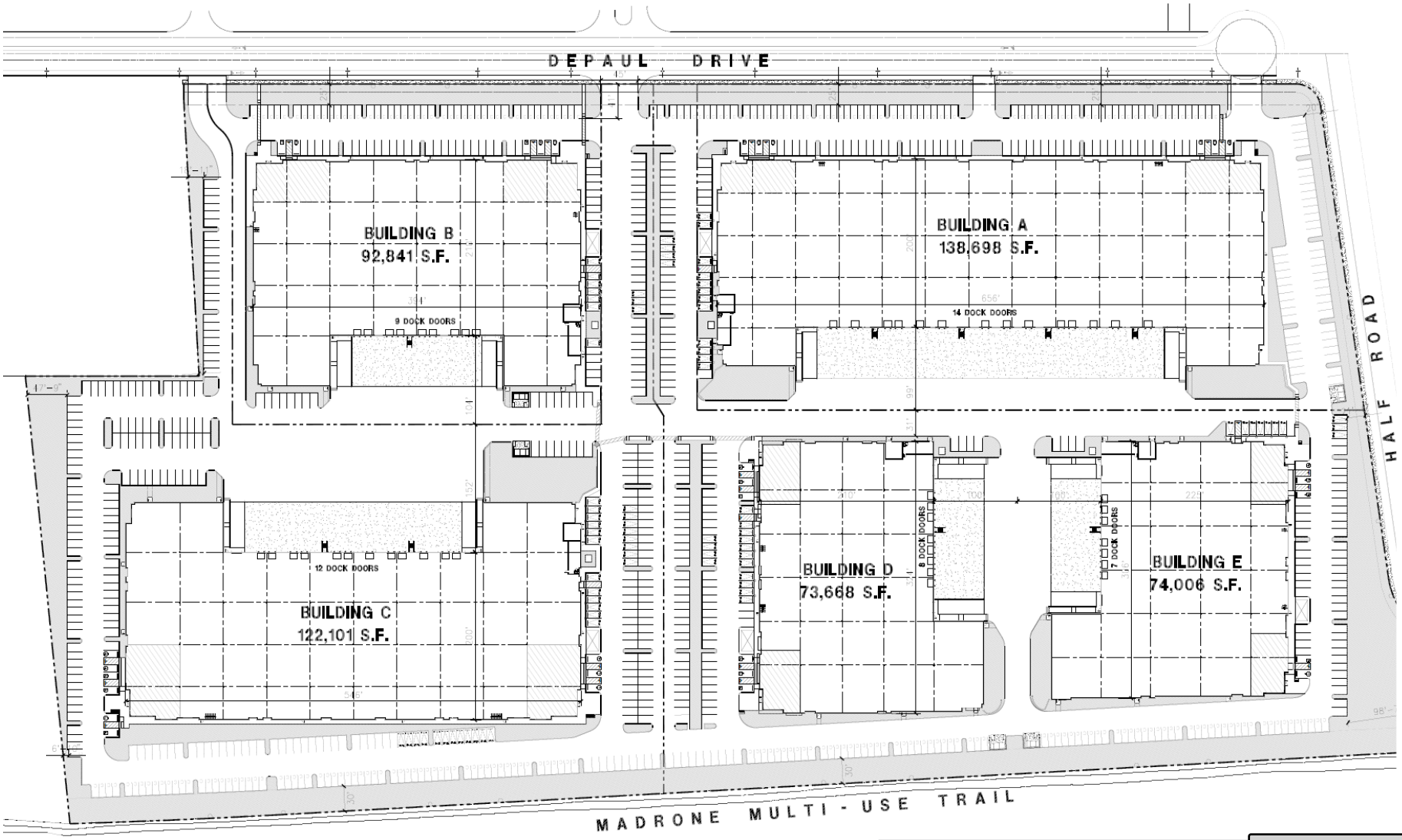
# Design Permit Process

CITY OF MORGAN HIL

- High quality design consistent with the General Plan and other plans adopted by the City Council
- Development compatible with surroundings and minimize impacts on neighboring properties
- Does not consider or permit the use of a building – it considers the design of the building and the site the building is located on
- If future use is permitted by right – Business Licensing and possibly Zoning Clearance process
- If a future use is conditional – Conditional Use Permit

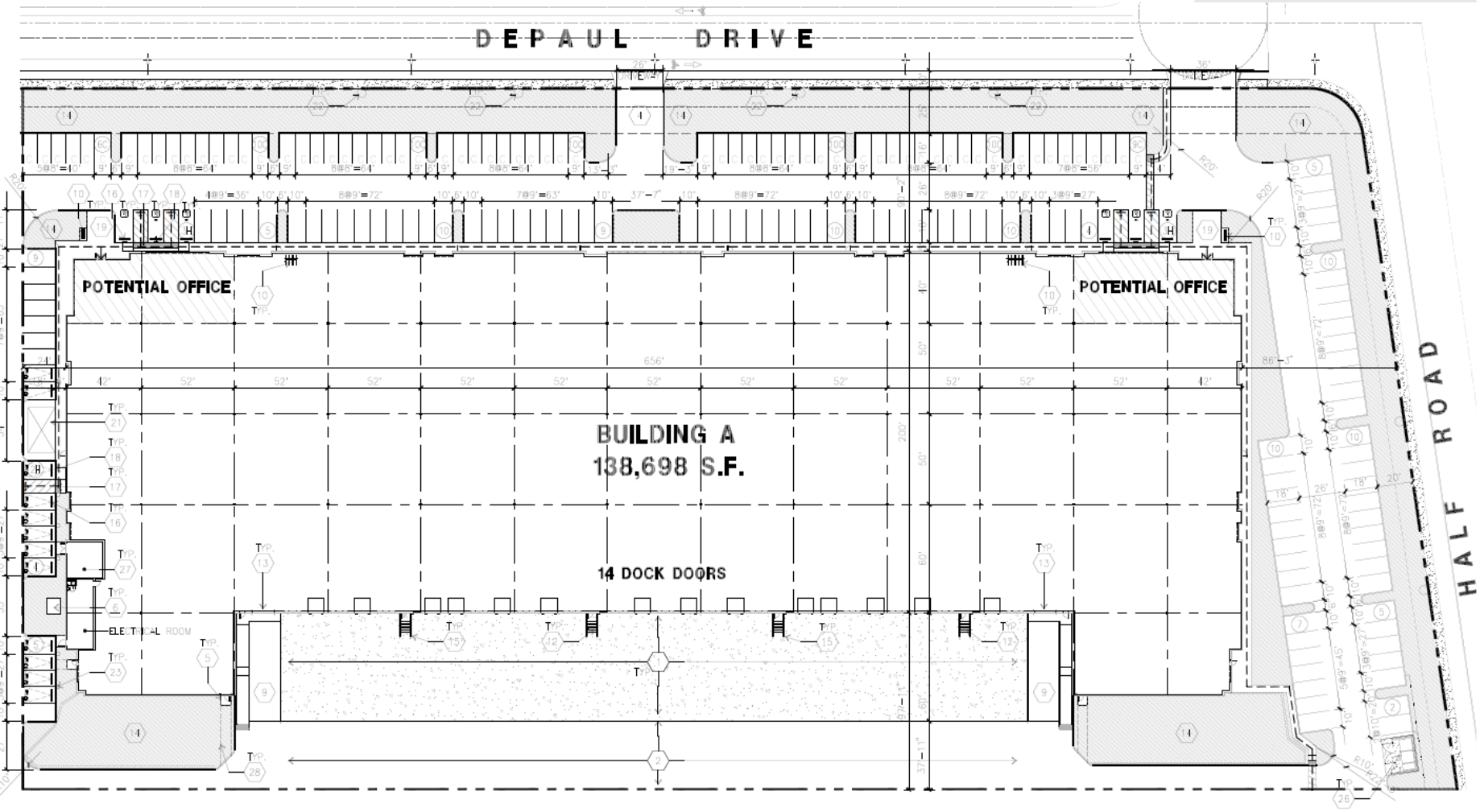
Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Redwood Tech@101 – Site Plan




Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Building A

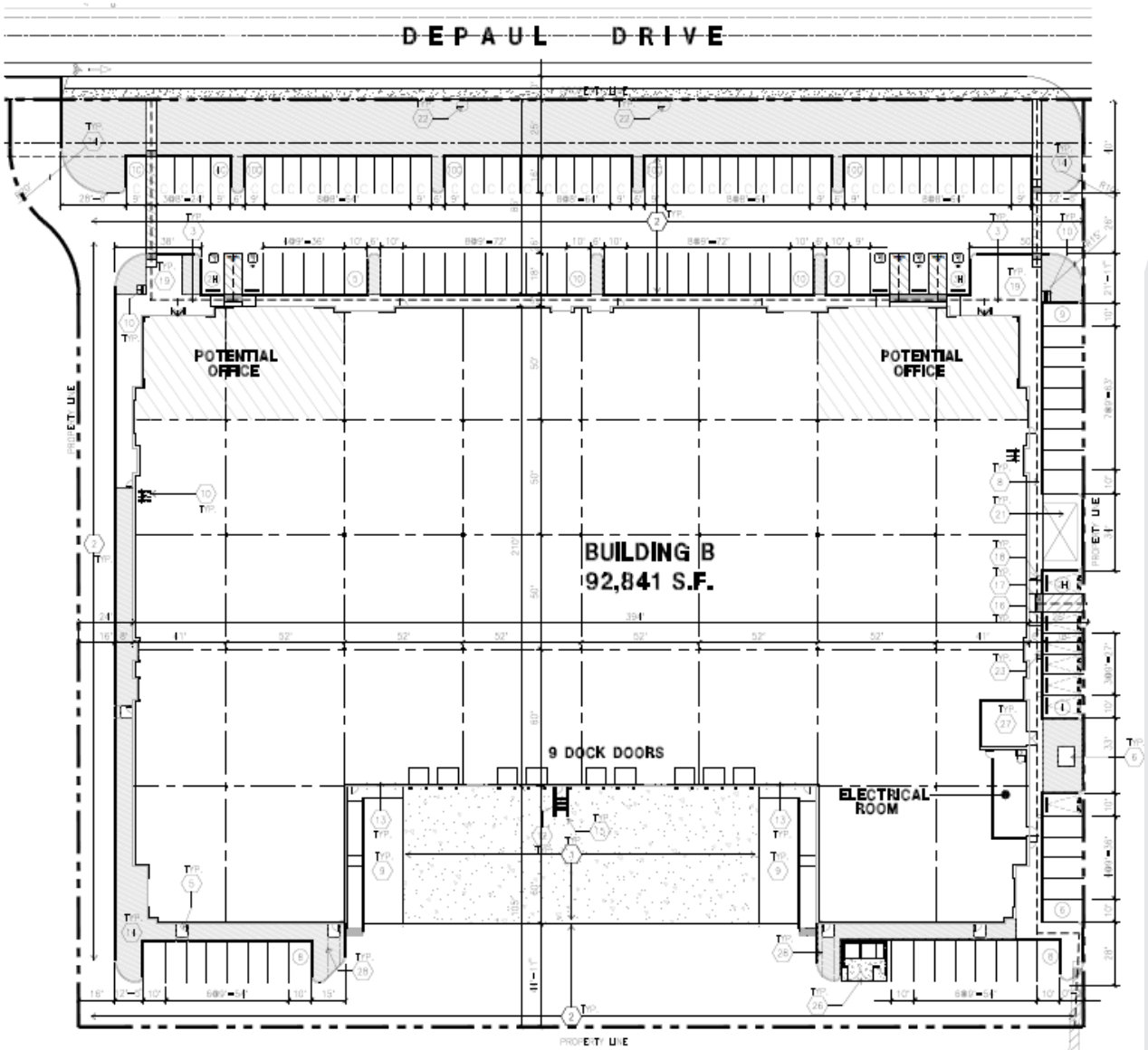



Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Building A

Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Building B




CITY OF MORGAN HILL

Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Building B

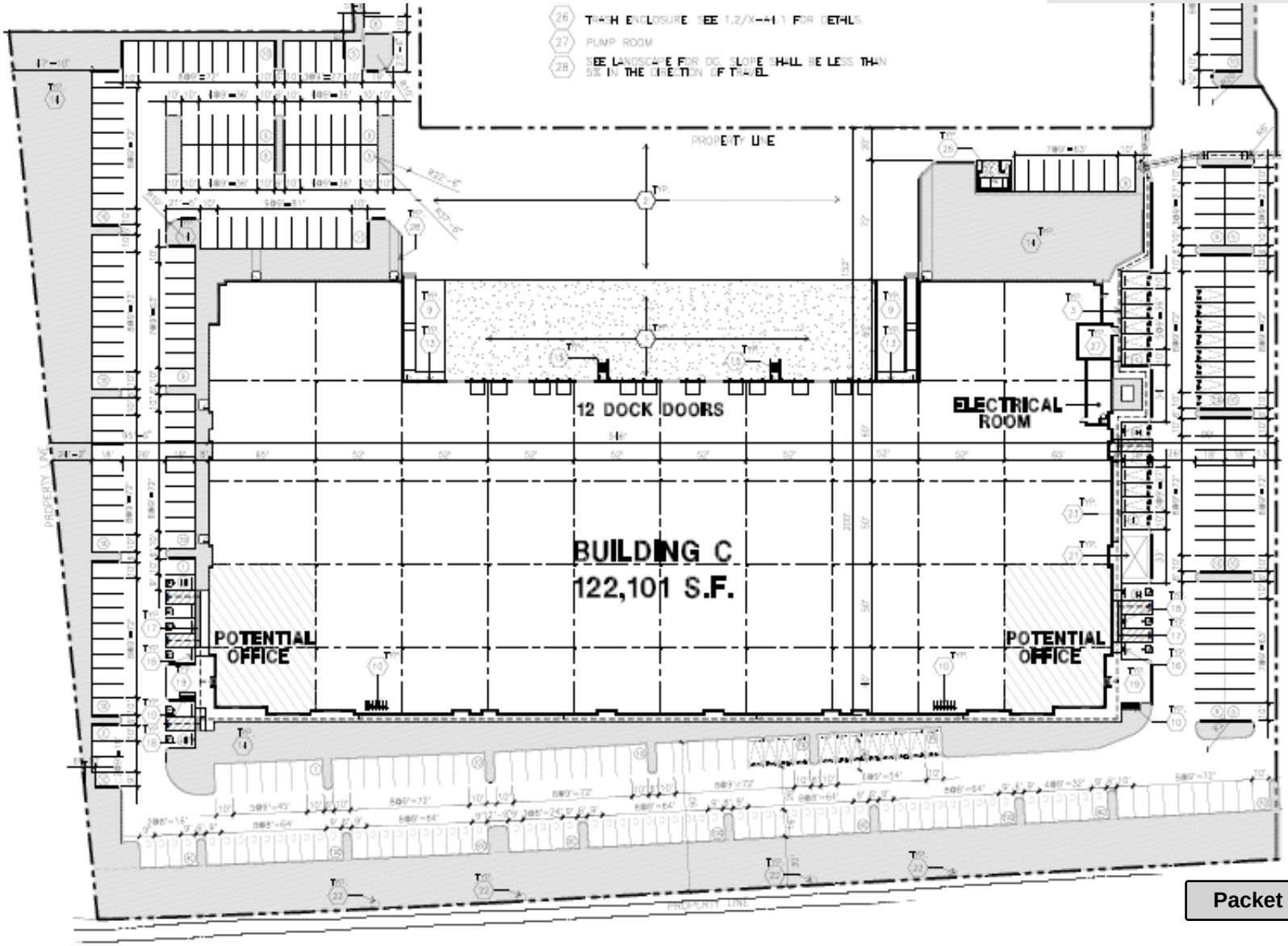
BLDG. B NORTH ELEVATION

BLDG. B WEST ELEVATION

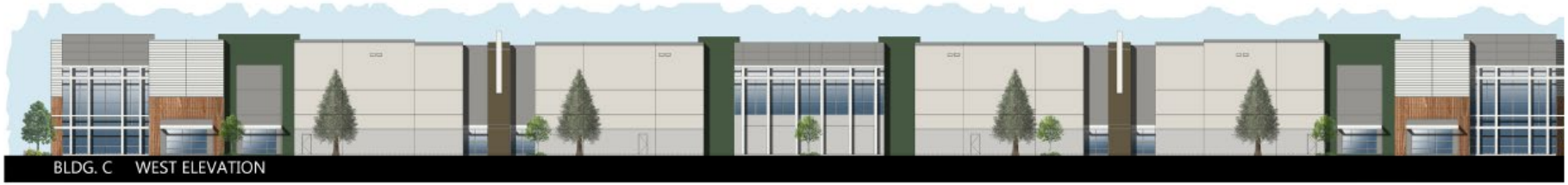
BLDG. B SOUTH ELEVATION

BLDG. B EAST ELEVATION

# Building C

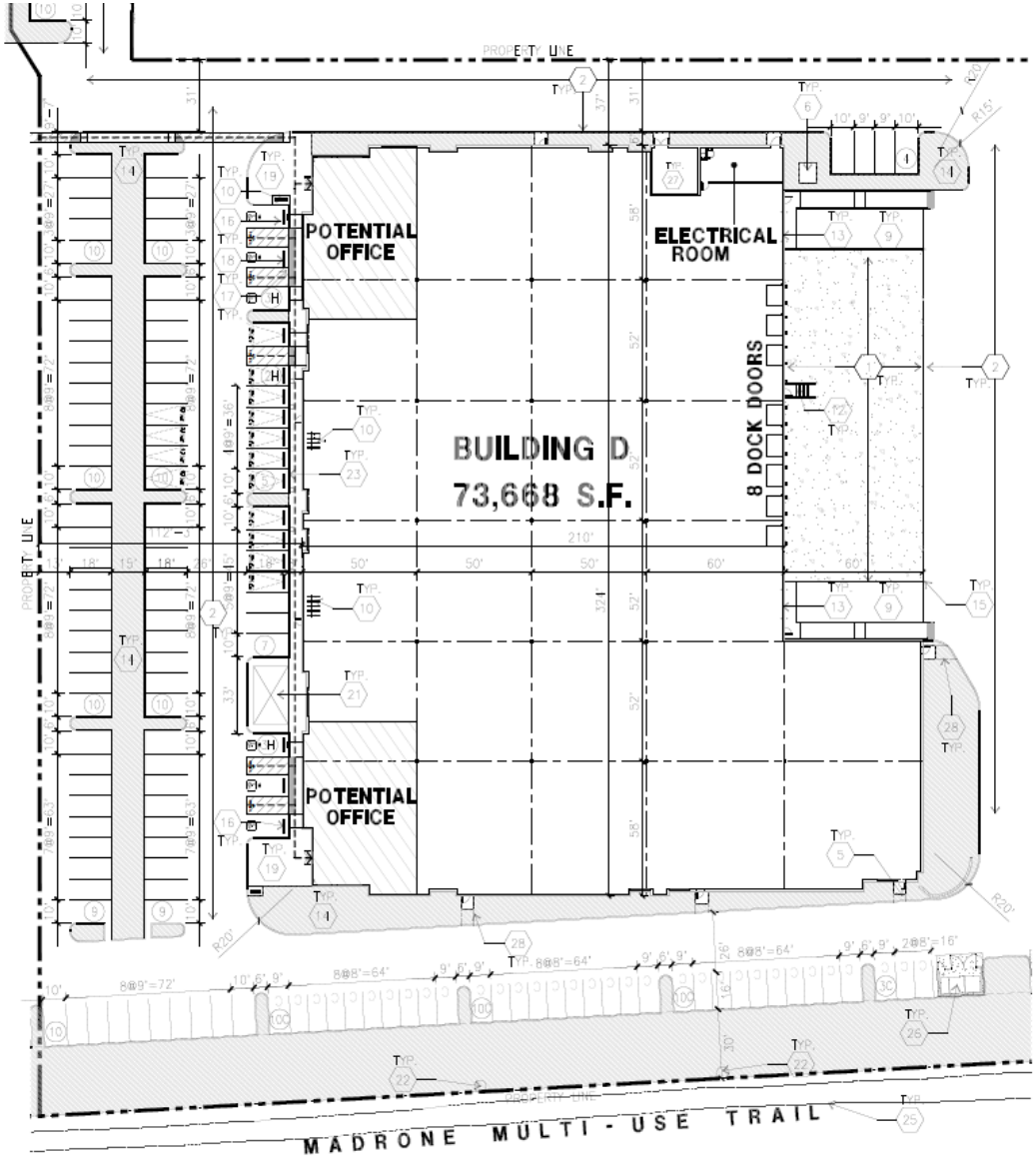

PROPERTY LINE
12 DOCK DOORS
ELECTRICAL ROOM
BUILDING C
122,101 S.F.
POTENTIAL OFFICE
POTENTIAL OFFICE

# Building C



Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Building D




Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Building D

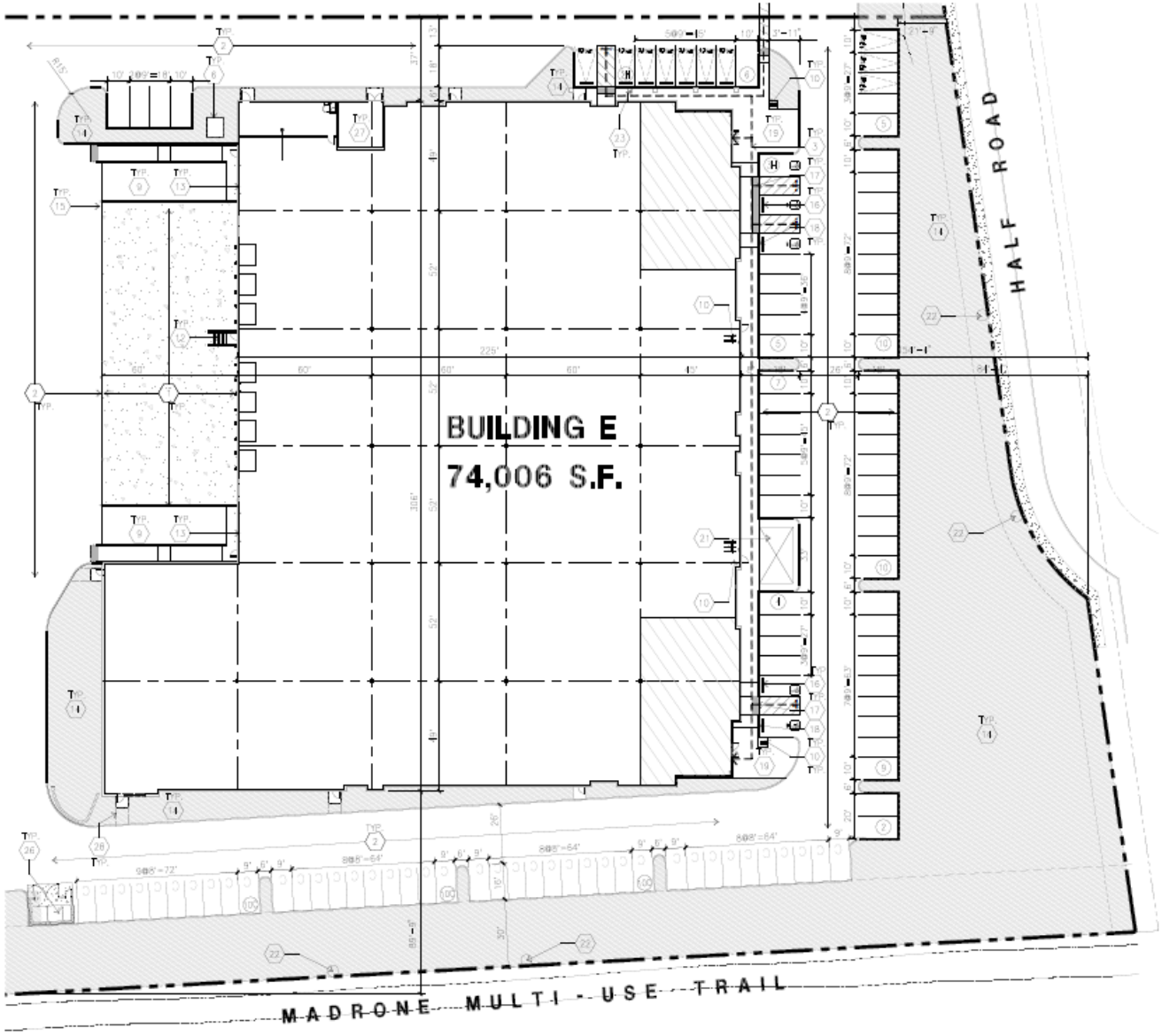
BLDG. D NORTH ELEVATION

BLDG. D WEST ELEVATION

BLDG. D SOUTH ELEVATION

BLDG. D EAST ELEVATION

# Building E




Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Building E

BLDG. E NORTH ELEVATION

BLDG. E WEST ELEVATION

BLDG. E SOUTH ELEVATION

BLDG. E EAST ELEVATION

# Redwood Tech@101 – Elevations

CITY OF MORGAN HIL

1 SHERWIN-WILLIAMS SW 7006 EXTRA WHITE

2 SHERWIN-WILLIAMS SW 9166 DRIFT OF MIST

3 SHERWIN-WILLIAMS SW 7667 ZIRCON

4 SHERWIN-WILLIAMS SW 7669 SUMMIT GRAY

5 SHERWIN-WILL IS SW 6440 COURTYAR

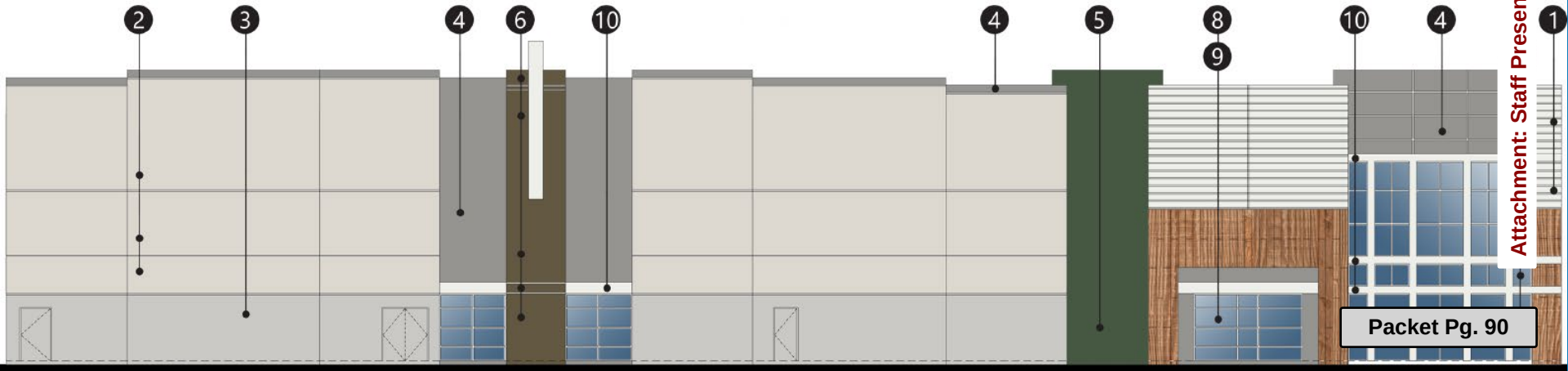
6 SHERWIN-WILLIAMS SW 6152 SUPERIOR BRONZE

7 ARIZONA TILE SAVANNAH HONEY 8” X 40”

8 CLEAR ANODIZED MULLIONS

9 BLUE REFLECTIVE GLAZING

10 METALLIC PAINT IN COLOR: SW 7006 EXTRA ITE @CANOPY STEEL TUB

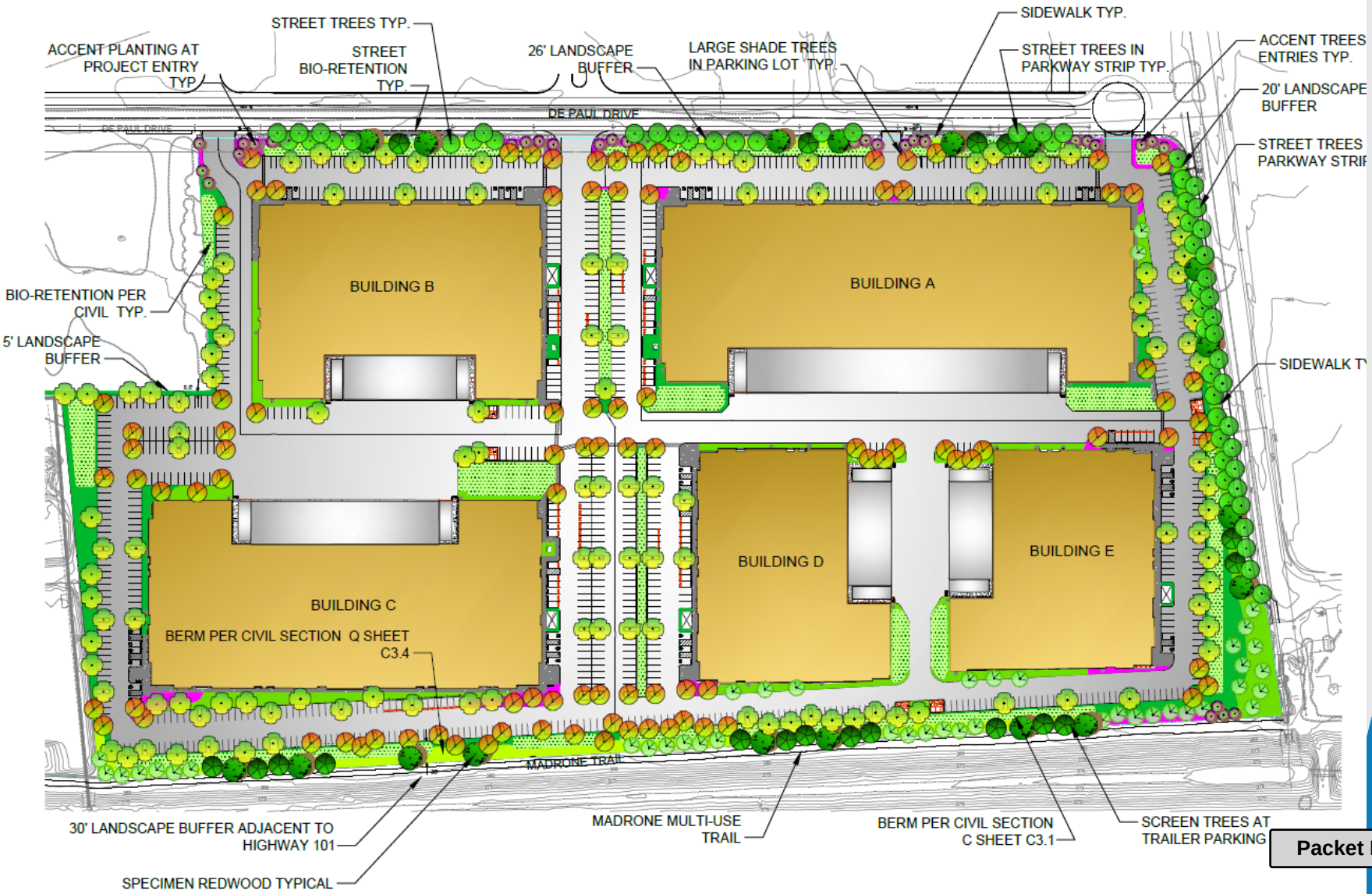



Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Redwood Tech@101 – Elevations

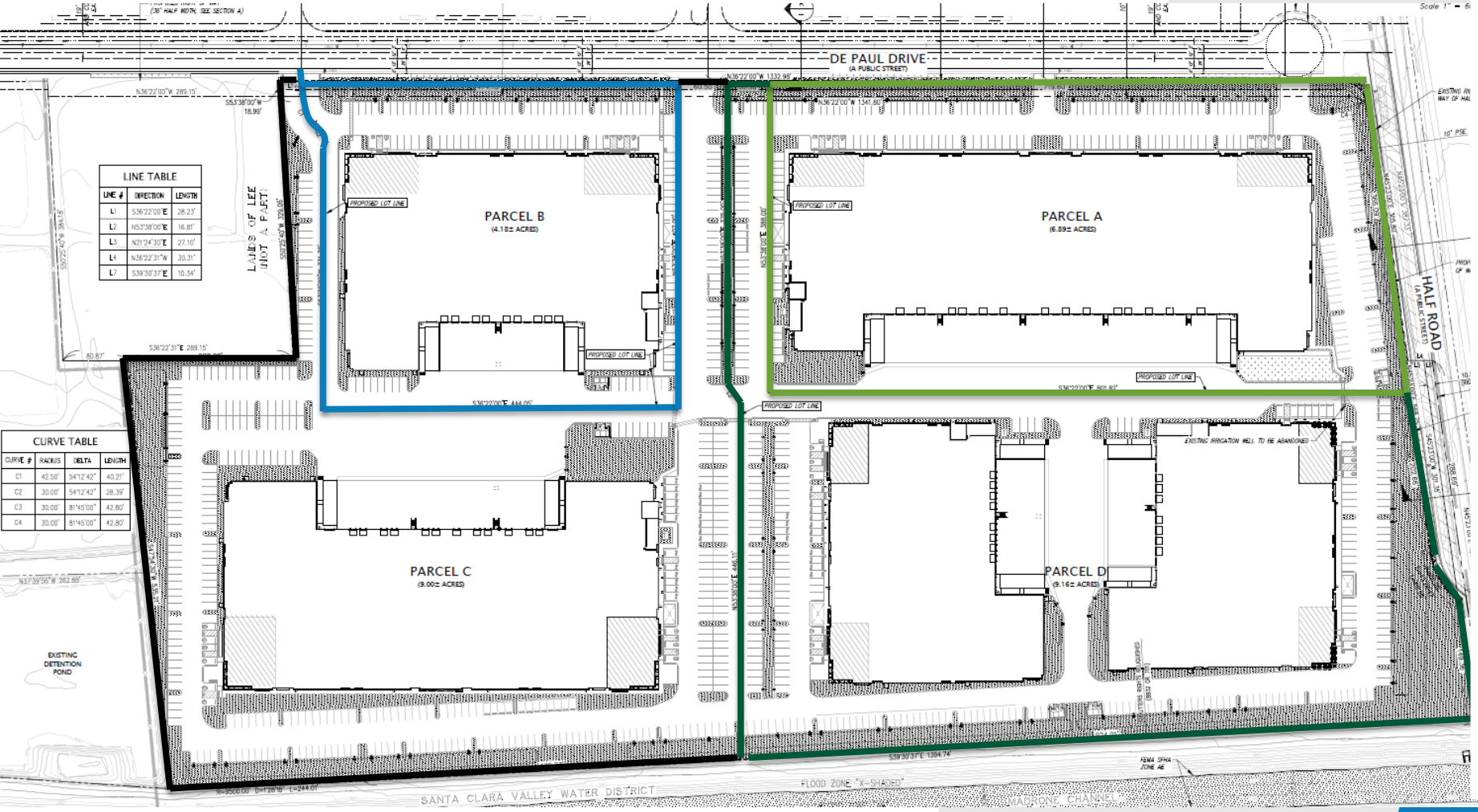
CITY OF MORGAN HIL

# Landscape Plan



# Redwood Tech@101 – Vesting Tentative Parcel Map

CITY OF MORGAN HIL




Attachment: Staff Presentation (Redwood Tech at 101) (3085 : Trammell Crow Redwood

# Project Consistency

- Proposed project is consistent with:
  - General Plan
  - Municipal Code Light Industrial (IL) zone development standards
  - Design Review Criteria
  - City Design Review Handbook

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CITY OF MORGAN HIL

# Redwood Tech@101 – Community Engagement

- Newspaper
- Mail notification
- Project Website
- Sign Posted at the property
- Weekly 411
- Notification e-blast

CITY OF MORGAN HIL

# Redwood Tech@101 – Design Permit Findings

a. The proposed project is consistent with the general plan and any applicable specific plan, area plan, or other design policies and regulations adopted by the city council.

b. The proposed project complies with all applicable provisions of the zoning code and municipal code.

c. The proposed project substantially complies with all applicable design standards and guidelines contained in the design review handbook.

d. The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).

e. The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.

f. The proposed project complies with all Design Review criteria in Subsection H of Section 18.108.040 of the municipal code.

# Redwood Tech@101 – Tentative Parcel Map Findings

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

# Redwood Tech@101 – Recommendation

Adopt a resolution approving:

- Design Review Permit with conditions of approval
- Vesting Tentative Parcel Map with conditions of approval

# Questions?

CITY OF MORGAN HILL

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May 25, 2021 *Via E-mail*

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**Re: Comments Regarding The Redwood Tech at 101 - SD2020-0011/SR2020-0029 Through SR2020-0033 (APNS 728-30-006 AND 728-30-009)**

Dear Chair Habib, Vice-Chair Kumar, Commissioners Mueller, Tanda, Gonzalez-Escoto, Downey, Munoz-Morris, and Ms. Carman:

I am writing on behalf of the Laborers International Union of North America, Local Union 270 and its members living in the City of Morgan Hill ("LIUNA") regarding the proposed The Redwood Tech at 101 Project, SD2020-0011/SR2020-0029 Through SR2020-0033, a proposed industrial park consisting of five concrete tit-up buildings totaling about 501,000 square feet in to be constructed on four separate lots of about 29 acres at 1065 Half Road, on the north side of the intersection of Condit Road and Half Road (APN728-30-006 and 728-30-009) ("Project").

LIUNA is concerned that the City of Morgan Hill ("City") is proposing to approve the Project without adequate environmental review under the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000, *et seq*. The staff report improperly proposes to exclude the Project's uses from the CEQA analysis for the development, thus undermining the already truncated CEQA analysis. The staff report also suggests inaccurately that the 2035 General Plan programmatic environmental impact report ("General Plan EIR") addressed this site-specific Project sufficiently to rely upon 14 Cal. Admin. Code 15183 or without preparing a tiered environmental review. Staff's cursory analysis, prepared without the benefit of an initial

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study reviewing the whole project's potential impacts, does not comply with CEQA's requirements and is inconsistent with the City's process for reviewing proposed vesting tentative parcel maps.

LIUNA respectfully requests that the Planning Commission not approve the Project until such time as the City has prepared an initial study followed by either a mitigated negative declaration ("MND") or an EIR for the Project prior to any approvals involving the Project.

## I. LEGAL STANDARD

Once a program EIR has been prepared, "[s]ubsequent activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared." 14 CCR ("CEQA Guidelines") § 15168(c). The first consideration is whether the activity proposed is covered by the PEIR. *Id.* If a later project is outside the scope of the program, then it is treated as a separate project and the PEIR may not be relied upon in further review. *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307. The second consideration is whether the "later activity would have effects that were not examined in the program EIR." CEQA Guidelines § 15168(c)(1). A PEIR may only serve "to the extent that it contemplates and adequately analyzes the potential environmental impacts of the project." *Sierra Nevada Conservation v. County of El Dorado* ("*El Dorado*") (2012) 202 Cal.App.4th 1156. If the PEIR does not evaluate the environmental impacts of the project, a tiered EIR must be completed before the project is approved. *Id.* For these inquiries, the "fair argument test" applies. *Sierra Club*, 6 Cal.App.4th 1307, 1318; *See also Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1164 (**"**when a prior EIR has been prepared and certified for a program or plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project 'is one of law, i.e., the sufficiency of the evidence to support a fair argument.'").

Under the fair argument test, a new EIR must be prepared "whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact." *Sierra Club*, 6 Cal. App. 4th at 1316 (quotations omitted). When applying the fair argument test, "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." *Id*. at 1312. "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." *Id*. at 1319.

In *Friends of College of San Mateo Gardens* the California Supreme Court explained the differing analyses that apply when a project EIR was originally approved and changes are being made to the project, and when a tiered program EIR was originally prepared and a subsequent project is proposed consistent with the program or plan:

> For project EIRs, of course, a subsequent or supplemental impact report is required in the event there are substantial changes to the project or its circumstances, or in the event of material new and previously unavailable information. (*Friends of Mammoth*, citing §

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> 21166.) In contrast, when a tiered EIR has been prepared, review of a subsequent project proposal is more searching. **If the subsequent project is consistent with the program or plan for which the EIR was certified, then 'CEQA requires a lead agency to prepare an initial study to determine if the later project may cause significant environmental effects not examined in the first tier EIR.'** (*Ibid*. citing Pub. Resources Code, § 21094, subds. (a), (c).) 'If the subsequent project is not consistent with the program or plan, it is treated as a new project and must be fully analyzed in a project—or another tiered EIR if it may have a significant effect on the environment.' (*Friends of Mammoth*, at pp. 528–529, 98 Cal.Rptr.2d 334.)

*Friends of Coll. of San Mateo Gardens v. San Mateo County Cmty. Coll. Dist.* ("*San Mateo Gardens*") (2016) 1 Cal.5th 937, 960.

The City's General Plan EIR was prepared in accordance with CEQA's PEIR provisions and subsequent projects must undergo the tiered review process just described. *See* General Plan DEIR, p. 2-2. CEQA requires the City to prepare an initial study to determine if the Project *may* cause significant environmental effects not examined in the General Plan EIR. Pub. Res. Code § 21094. As discussed below, there is substantial evidence supporting a fair argument that the Project may result in a number of potential environmental impacts that were not previously analyzed in any of these EIRs. Accordingly, an initial study followed by an MND or EIR must be prepared for the Project.

## II. ARGUMENT

### A. The City Must Comply With CEQA for the Whole Project Prior to Issuing Any Approvals of the Project.

The CEQA analysis presented in the staff report is fundamentally flawed because it improperly recommends for the City to approve the Project prior to complying with CEQA for the whole project, *i.e.*, its foreseeable uses. Staff suggests that the City may make a CEQA determination and approve the proposed Design Permit and the Vesting Tentative Parcel Map separate from any future conditional use permits for the Project. Staff claims that "[n]o other approvals are required at this time." Packet Pg. 7. Staff further asserts that "[s]hould a future use on the site require a conditional use permit, that user will be responsible for conducting environmental review for the proposed use as required under CEQA." *Id*., p. 19. This two-tiered approach to the Project's CEQA review violates CEQA's prohibition on approving any aspect of a proposed project prior to completing the environmental review for the whole project required by CEQA. Moreover, it is inconsistent with the City's requirements for processing a proposed vested tentative map.

The proposed action items include both the Project's design permit and a vesting tentative parcel map. The City's Code sets forth the process and information required to process a vesting tentative parcel map application. The City's approval of a vesting tentative map provides the applicant with a vested right to proceed with the proposed development: "When the

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city approves or conditionally approves a vesting tentative map, that approval shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies and standards in effect on the date the city has determined that the application for approval of the vesting tentative map is complete pursuant to Section 65943 of the Government Code." Muni. Code §17.50.040(A). As a result, the City's Code requires additional information and considerations that the City must consider in making its discretionary decision whether or not to approve a proposed vesting tentative parcel map. In particular, the City is not authorized to defer or not address the proposed uses of the development proposed by the tentative map. Moreover, given the vesting implications of the City's decision, the decisionmakers must have access to an environmental review of the whole Project, including its uses and not just its building design or proposed number of parcels.

Particularly relevant here is the express requirement that, "[i]f a conditional use permit is required, such permit shall be processed ***prior or concurrently with the vesting tentative map.*** Muni. Code § 17.50.060(B)(2) (emphasis added). As described in the staff report, the Project includes 232,000 square feet of warehousing use. Packet Pg. 13. The Project site's zoning of Light Industrial requires a conditional use permit for "Warehousing and Distribution, Large." The ordinance does not specify a square footage above which warehousing is large. For parcel hubs, which are not authorized, a building over 75,000 square feet is large. Municipal Code, §18.26.020(A), Table 18.26-1. By that measure, or any commonsense measure, the proposed 232,000 square feet of warehousing is large. As a result, the conditional use permit necessary for the proposed warehousing use must be proposed and processed prior to or concurrently with the vesting tentative map. Muni. Code § 17.50.060(B)(2). By choosing to ignore the Project's uses, the staff report's CEQA recommendations are deficient as a matter of law, having failed to consider the potential environmental effects of the Project's warehousing and other uses, including impacts from additional truck trips on air quality and wildlife, additional vehicle miles traveled and transportation impacts as a result of the Project, operational and construction-related noise and health impacts on residents located adjacent to the south corner of the Project site, the impacts of Project design features, such as the large glass facades, on bird-life and other potential impacts. As a result, any CEQA determination by the City must consider the Project's contemplated uses now.

In addition, underscoring the need for staff to address the impacts of the anticipated uses, "'[d]evelopment' means ***the uses to which the land which is the subject of the map shall be put***, the buildings to be constructed on it and all alterations of the land and construction incident thereto." Muni. Code §17.08.055 (emphasis added). Thus, rather than defer any consideration of the Project's uses, the vesting tentative parcel map procedure requires the applicant to submit "[t]he height, size, location, preliminary or conceptual architectural plans and ***use of all buildings*** to be constructed within the subdivision…." Muni. Code §17.50.060(B)(4) (emphasis added). Relatedly, to qualify for approval of a vested tentative parcel map, the applicant must provide "[s]pecific information on the uses to which the proposed buildings will be put…." Muni. Code §17.50.060(B)(10). Thus, should the Planning Commission accept staff's invitation to put off addressing the Project's uses, any decision will be contrary to the City's ordinances.

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In addition, CEQA forbids putting off environmental review of the whole project subsequent to approving any of its components. This is especially true for a decision to approve a vesting right in a development. The necessary CEQA document must be prepared and approved prior to any approval of a project subject to CEQA. "***Before granting any approval of a project subject to CEQA***, every lead agency or responsible agency shall consider a final EIR or negative declaration or another document authorized by these guidelines to be used in the place of an EIR or negative declaration." (14 CCR § 15004(a) [emphasis added].) "EIRs and negative declarations should be prepared as early as feasible in the planning process to enable environmental considerations to influence project program and design …." (14 CCR § 15004(b).) Consistent with that goal:

> The environmental document preparation and review should be coordinated in a timely fashion with the existing planning, review, and project approval processes being used by each public agency. These procedures, to the maximum extent feasible, are to run concurrently, not consecutively.

(14 CCR § 15004(c); *see also* PRC § 21003(a).) By attempting to defer addressing impacts from the Project's anticipated uses until the future, staff's proposals violate these fundamental tenets of CEQA.

**B. CEQA Guidelines Section 15183 is Not Available for the Project.**

The staff report proposes that the City rely on CEQA Guidelines § 15183 to claim that no CEQA review of the Project is required. Section 15183 provides that:

> CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, ***except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site***. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

CEQA Guidelines § 15183(a) (emphasis added). The situations requiring additional review are set forth in the provision:

> In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:
>
> (1) Are peculiar to the project or the parcel on which the project would be located,
>
> (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent,

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> (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, ***or***
> (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

CEQA Guidelines § 15193(b).

Here, it does not appear that the City made a determination as to whether there are environmental effects "peculiar to the project" or whether the other factors in § 15193(b) are met, as case law requires. *See Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1407. Nor does it appear that, in the alternative, the City found that the impacts of the Project "ha[ve] been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards." CEQA Guidelines § 15183(c). Nor has the City explained why the Project otherwise meets the requirements of § 15183. Indeed, § 15183(j) specifically provides: "This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR." It does not appear that the City has analyzed the impacts specific to this Project in the prior EIR. Rather, the City has discussed generally "research and development (R&D), warehouse, and industrial buildings." General Plan DEIR, 3-33. There is no mention in the General plan EIR of any proposed warehouse buildings at the proposed location. That the City may have generally discussed the effects of warehouse and distribution facilities does not make the specific Project on this site exempt from CEQA. A full CEQA analysis is required.

Indeed, under staff's proposed process, the City will fail to implement mitigations mandated by the General Plan 2035 EIR. For example, Mitigation Measure AQ-4a requires that:

> Applicants for future non-residential land uses within the City that: 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered TRUs, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the proposed Project to the property line of the nearest sensitive use, ***shall submit a health risk assessment (HRA) to the City of Morgan Hill prior to future discretionary Project approval***.

General Plan EIR, p. 1-9 (emphasis added). Several houses are located across the street from the Project's south corner that are within 1,000 feet of the Project site. The staff report makes no mention of this required mitigation measure or how granting a vested right to the Project would affect the City's enforcement of this measure.

The City may not rely on 14 Cal. Admin. Code § 15183 for the Project. Section 15183 does not relieve the City of reviewing environmental effects that "[w]ere not analyzed as

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significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent." 14 Cal. Admin. Code § 15183(b)(2). Section 15183 also excludes exempting impacts that are "peculiar" to the Project. Peculiar is a term of art specifically defined by the regulation:

> An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect.

14 Cal. Admin. Code § 15183(f). The General Plan EIR did not address the potential significant environmental impacts of bird strikes with new buildings to be constructed in Morgan Hill. Nor does the EIR address direct and cumulative off-site impacts on wildlife from collisions with additional truck and vehicle traffic associated with large warehousing projects. Nor can the City identify development standards or the findings identified by Section 15183 addressing these two categories of impacts that could make those impacts not peculiar to the Project. Other impacts peculiar to the proposed Project site include the health and noise impacts to the adjacent, off-site residents and impacts to wildlife likely present at the site, including burrowing owls and other sensitive species. None of these site-specific and off-site impacts were addressed in the General Plan EIR. The City should prepare an initial study and, based on that review, either an EIR or a mitigated negative declaration to address the Project's potential impacts.

### C. CEQA Guidelines § 15162 Does Not Apply Because the Project Is Not Within the Scope of the Program EIR Prepared for the General Plan

The alternative suggestion in the staff report that the Project is within the scope of the program EIR prepared for the General Plan and the City should rely on CEQA Guidelines § 15162 also is incorrect. Packet Pg. 19. Once a program EIR has been prepared, "[s]ubsequent activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared." CEQA Guidelines § 15168(c). The first consideration is whether the activity proposed is covered by the PEIR. *Id.* If a later project is outside the scope of the program, then it is treated as a separate project and the PEIR may not be relied upon in further review. *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307. The second consideration is whether the "later activity would have effects that were not examined in the program EIR." CEQA Guidelines § 15168(c)(1). A PEIR may only serve "to the extent that it contemplates and adequately analyzes the potential environmental impacts of the project." *Sierra Nevada Conservation v. County of El Dorado* ("*El Dorado*") (2012) 202 Cal.App.4th 1156. If the PEIR does not evaluate the environmental impacts of the project, a tiered EIR must be completed before the project is approved. *Id.* For these inquiries, the "fair argument test" applies. *Sierra Club*, 6 Cal.App.4th 1307, 1318; *See also Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1164 ("when a prior EIR has been prepared and certified for a program or

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plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project 'is one of law, i.e., the sufficiency of the evidence to support a fair argument.'").

Under the fair argument test, a new EIR must be prepared "whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact." *Sierra Club*, 6 Cal.App.4th at 1316 (quotations omitted). When applying the fair argument test, "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." *Id*. at 1312. "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." *Id*. at 1319.

In *Friends of College of San Mateo Gardens*, the California Supreme Court explained the differing analyses that apply when a project EIR was originally approved and changes are being made to the project, and when a tiered program EIR was originally prepared and a subsequent project is proposed consistent with the program or plan:

> For project EIRs, of course, a subsequent or supplemental impact report is required in the event there are substantial changes to the project or its circumstances, or in the event of material new and previously unavailable information. (*Friends of Mammoth*, citing § 21166.) In contrast, when a tiered EIR has been prepared, review of a subsequent project proposal is more searching. **If the subsequent project is consistent with the program or plan for which the EIR was certified, then 'CEQA requires a lead agency to prepare an initial study to determine if the later project may cause significant environmental effects not examined in the first tier EIR.'** (*Ibid*. citing Pub. Resources Code, § 21094, subds. (a), (c).) 'If the subsequent project is not consistent with the program or plan, it is treated as a new project and must be fully analyzed in a project—or another tiered EIR if it may have a significant effect on the environment.' (*Friends of Mammoth*, at pp. 528–529, 98 Cal.Rptr.2d 334.)

*Friends of Coll. of San Mateo Gardens v. San Mateo County Cmty. Coll. Dist.* (2016) 1 Cal.5th 937, 960.

The City's General Plan EIR were prepared in accordance with CEQA's PEIR provisions and subsequent projects must undergo the tiered review process just described. As the General Plan EIR states:

> [T]his EIR is a program-level EIR that analyzes the potential significant environmental effects of the adoption of the proposed Project. As a program EIR, it is not project-specific, and does not evaluate the impacts of individual projects that may be proposed under the General Plan. Such subsequent projects will require a separate environmental review, when applicable as required by CEQA, which could be in the form of a Negative Declaration, Mitigated Negative Declaration, or a Subsequent EIR, to secure the necessary development permits. Therefore, while

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> subsequent environmental review may be tiered from this EIR, this EIR is not intended to address project-specific impacts of individual projects.

General Plan DEIR, p. 2-2. CEQA requires the City to prepare an initial study to determine if the Project *may* cause significant environmental effects not examined in the General Plan EIR. Pub. Res. Code § 21094. As discussed above, there are a number of effects that an initial study should address, including impacts to wildlife at the site, impacts of the Project from bird collisions with the expansive glass façade, off-site impacts to wildlife from collisions with the many vehicle trips that will be generated by a project of this size, off-site transportation impacts on GHG emissions from the Project's increases in vehicle miles travelled, and off-site health and noise impacts from construction and operation on nearby residents. Accordingly, an initial study followed by an MND or EIR must be prepared for the Project.

### D. Contrary to the Applicant's Assertion, the Project is Discretionary and Subject to CEQA.

Ignoring its client's request for a vesting tentative parcel map, the applicant's attorneys argue that the Project is ministerial and thus not a "project" under CEQA. Counsel claims that the decision in *McCorkle Eastside Neighborhood Group. v. City of St. Helena* (2018) 31 Cal. App. 5th 80 ("*McCorkle*") is instructive. It is not. Unlike the *McCorkle* decision, the Redwood Tech at 101 project involves multiple discretionary decisions by the City. The City's review and any approval of the proposed vesting tentative parcel map is a discretionary decision. *See* Municipal Code §17.20.090 ("The planning commission may modify or delete any of the conditions of approval recommended in the community development department's report, except conditions required by city ordinance or by the city engineer, related to public health and safety or standards approved by the city engineer, or add additional requirements as a condition of its approval"). Even the City's design review is endowed with discretion to deny the Project in order to make the required finding that "[t]he proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity." Muni. Code §18.108.040(J)(5). *See also* §18.108.040(A) ("A design permit is a discretionary action …."). *McCorkle* involved the City of St. Helena's approval of demolition and design review permits for an in-fill housing development. No vesting tentative map was at issue in that case. Nor was there any potential need for any future CUP in that case. And the City's ordinances strictly limited the design permit review to the specified design criteria and did not encompass a finding such as is required in Morgan Hill, that the development "will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity." *See* 31 Cal.App.5th at 92–93.

The CUP required for the proposed warehousing uses also confirms that the Project is discretionary under CEQA. "Where a project involves an approval that contains elements of both a ministerial action and a discretionary action, the project will be deemed to be discretionary and will be subject to the requirements of CEQA." 14 CCR § 15268(d); *POW*, 10 Cal.5th at 497; *Miller v. City of Hermosa Beach* (1993) 13 Cal.App.4th 1118, 1139; *Friends of Westwood, Inc.*

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*v. City of Los Angeles* (1987) 191 Cal.App.3d 259, 270-71.)Furthermore, "any doubt whether a project is ministerial or discretionary should be resolved in favor of the latter characterization." *POW*, 10 Cal.5th at 497. Because both CEQA as well as the City's ordinance confirm that CEQA review must occur prior to any approvals for the project, whether ministerial or discretionary, even assuming the design review permit is ministerial, the City cannot proceed with that or any other approval until it has completed a legitimate CEQA review. Morgan Hill has discretion to address any potential impacts identified in a CEQA review as a result of its design review authority, its vesting tentative map approval authority, and the CUP authority. Accordingly, *McCorkle* has no bearing on the City's review of the Project pursuant to CEQA.

## III. Conclusion

LIUNA respectfully requests that the Planning Commission not approve these components of the Project and instead instruct staff to prepare an initial study and either an MND or EIR to identify, analyze and mitigate the Project's adverse environmental impacts. Thank you for considering these comments.

Sincerely,

Michael R. Lozeau

Michael R. Lozeau

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# RedwoodTech @101

5 buildings. Total of 501,314 square feet and 76 dock doors [1]

Below: ***Building A – 138,698 Square Feet***

- 14 dock doors & 14 'knock panels' for up to 28 total

| | BLDG.A |
|---|---|
| **SITE AREA** | |
| In s.f. | 299,382 |
| In acres | 6.87 |
| **BUILDING AREA** | |
| Office | 8,000 |
| Warehouse | 100,000 |
| Manufacturing | 30,698 |
| **TOTAL** | **138,698** |

**Sources**:

http://www.morgan-hill.ca.gov/2128/Redwood-Tech-at-101

https://www.morgan-hill.ca.gov/DocumentCenter/View/37864/Architectural-Plans - Tabulation for building area - page 3

https://www.morgan-hill.ca.gov/DocumentCenter/View/37858/Building-Elevations---Lot-A Building Elevations - Lot A - Trammell Crow - 'RedwoodTech@101' - page 1

(1) 50 dock high doors in the elevation drawings but 26 more spaces noted as 'knock out panels' in the architectural drawings (see page 15)

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# RedwoodTech @101

5 buildings. Total of 501,314 square feet and 76 dock doors [1]

Below: ***Building B - 92,841 square feet***

- 9 dock doors & 2 'knock panels' for up to 11 total

| | BLDG. B |
|---|---|
| **SITE AREA** | |
| In s.f. | 180,639 |
| In acres | 4.15 |
| **BUILDING AREA** | |
| Office | 5,500 |
| Warehouse | 80,000 |
| Manufacturing | 7,341 |
| **TOTAL** | **92,841** |

**Sources**:

http://www.morgan-hill.ca.gov/2128/Redwood-Tech-at-101

https://www.morgan-hill.ca.gov/DocumentCenter/View/37864/Architectural-Plans - Tabulation for building area - page 3

https://www.morgan-hill.ca.gov/DocumentCenter/View/37859/Building-Elevations---Lot-B Building Elevations - Lot B - Trammell Crow - 'RedwoodTech@101' – Page 1

(1) 50 dock high doors in the elevation drawings but 26 more spaces noted as 'knock out panels' in the architectural drawings (see page 15)

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# Morgan Hill Chamber of Commerce

## March 2021 Economic Development Meeting

A Chamber of Commerce member asked the Trammell Crow representative:
*"The City has, if I understand it , the city has passed an ordinance banning all distribution large all the way through last-mile. Is there any way any of these buildings could be occupied by any kind of distribution if the city has already banned it as a use?"*

The Response from Trammell Crow:
*"Uh that's not a challenge I want to take on currently. Uh, no is the answer. I guess,* ***I guess technically there's a conditional use permit process if you want to seek variances of any sort of beyond what's allowed*** *but no, I think November was a very important milestone for the City and the amendment of the zoning ordinance to preclude heavy industrial, fulfillment large fulfillment centers, parcel hubs, last-mile ecommerce couldn't be more clear so those things are not part of our thinking."*

Morgan Hill Chamber of Comm...
25d

Learn more about Trammell Crow Company's Projects and newly opened business Morgan Hill Orthopedic Sports!

**Source**: https://h5.newsbreakapp.com/mp/S_01QYJEeq?cv=&platform=2 and https://www.youtube.com/watch?v=EAsFeuggTVE

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# Trammell Crow Press Release





## Trammell Crow Company Announces New Plans for Class A Business Park in Morgan Hill, California

*Morgan Hill, California | February 22, 2021*

*Redwood Tech @ 101 Sits on the East Side of Highway 101 and Will Offer 500K SF of Light Industrial Space Across Five Buildings*

Trammell Crow Company (TCC), one of the largest commercial real estate developers in the United States, has announced plans for a new business park in Morgan Hill, California called Redwood Tech @ 101. The development will include approximately 500,000 square feet of light industrial space across five Class A buildings on the southern portion of the undeveloped land, which is located east of Highway 101 between Cochrane and Half Roads.

Redwood Tech @ 101 will sit on the southern 30 acres of the site that TCC acquired late in 2018 and will be comprised of five buildings spanning approximately 139,000 square feet; 122,000 square feet; 93,000 square feet; 74,000 square feet; and 73,000 square feet. Each building is ideal for single tenant occupancy but is designed to be divisible and accommodate multiple users.

The buildings are designed for prospective occupants as headquarters facilities, regional manufacturing and assembly/distribution facilities, and expansion space for existing Morgan Hill employers. Redwood Tech offers direct access off Highway 101 at Cochrane Road and is only 20 minutes from San Jose.

"With vacancy rates for this type of product at historic lows in Silicon Valley, the Morgan Hill developments will provide much needed capacity for growth for regional and Morgan Hill employers," said Don Little, Senior Vice President of TCC's Northern California Business Unit.

Redwood Tech @ 101 is so-named for the mature 35- to 40-foot redwood trees TCC will be incorporating as part of its lush landscaping plans for the park, which also features enhanced architectural elements and materials for the buildings.

The northern portion of the site, situated at the corner of Cochrane Road and DePaul Avenue, will be constructed at a later date. Preliminary plans will comply with existing zoning and include a mix of office/employment facilities and commercial space. Plans are expected to be submitted later in 2021.

The buildings are designed for prospective occupants as headquarters facilities, regional manufacturing and **assembly/distribution facilities**, and expansion *space for existing Morgan Hill employers*.

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)



**Source**: https://www.trammellcrow.com/en/about/media-center/tcc-announces-new-plans-for-business-park-in-morgan-hill

# Existing Business in Morgan Hill

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# NxEdge

925 Lightpost Way, Morgan Hill, CA 95037

**Source**: Google Maps – street view

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# Specialized

15130 Concord Cir, Morgan Hill, CA 95037

**Source**: Google Maps – street view

# Paramit

18735 Madrone Pkwy, Morgan Hill, CA 95037

View from Madrone Pkwy

View from Monterey Rd

**Source**: Google Maps – street view

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# Prism Electronics

Corporate Headquarters: 900 Lightpost Way, Morgan Hill, CA 95037

Asset Recovery: 18305 Sutter Blvd. Morgan Hill, CA 95037

**Source**: Google Maps – street view and Prism's website: http://prismelectronics.net/index.php/contacts

# Sun Basket



18675 Madrone Pkwy, Morgan Hill, CA 95037

**Source**: Google Maps – street view

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

## *Trammell Crow buildings off of Cochrane Rd look similar to previously constructed distribution center faci*

Cochrane Rd – RedwoodTech@101 – building A

## *Compare to examples of buildings occupied by businesses in Morgan Hill*

NxEdge

Specializ

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

## Despite the existing ban on distribution as a primary use, the Trammell Crow proposed buildings in the RedwoodTech@101 development:

- Look very similar to distribution facilities Trammell Crow previously developed
  - Large tilt up concrete buildings
  - Very few windows
  - High number of dock doors
- Look nothing like the buildings that existing companies in Morgan Hill occupy
  - NxEdge, Specialized, Sun Basket (Tomalo Foods), Prism Electronics, Paramit
    - Numerous windows
    - Architectural details
    - Lower profile
- 46% percent of the square footage is noted for 'warehouse' per the architectural drawings

## These large buildings optimized for 'warehouse' activities will:

- Crowd out investment from other industries that the community and our City Council desire, such as R&D, life sciences and advanced manufacturing.
- Less industrial land will be available for existing companies in Morgan Hill to expand.

# Environmental, Safety and Traffic Impact Needs to be Addressed!

- Between the Shoe Palace expansion and the Trammell Crow development off of Butterfield, there's already **910,000 square feet of buildings with 107[1] semi-truck dock doors** approved or under construction.

- With the 'RedwoodTech@101' proposed development an additional half million square feet and 76[2] more dock high doors resulting in approximately **1.4 million square feet of industrial space and up to 183 dock doors** all off of Cochrane Road.

- New developments in our town should bring sustainable jobs, support existing businesses in our community, and result in meaningful positive net revenue for the City while making sure the health and safety of our residents and the environment are upheld.
  - The proposed development is very close to the Westmont Senior Living Facility, DePaul Health Center, Live Oak High School and next door to the proposed Dividend Homes Crosswinds housing development. Per the California Air Resources Board[3]:
    - *Sensitive receptors are children, elderly, as*[th]*matics and others whose are at a heightened risk of negative health outcomes due to exposure to air pollution. The locations where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive Receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code § 42705.5(a)(5)).*

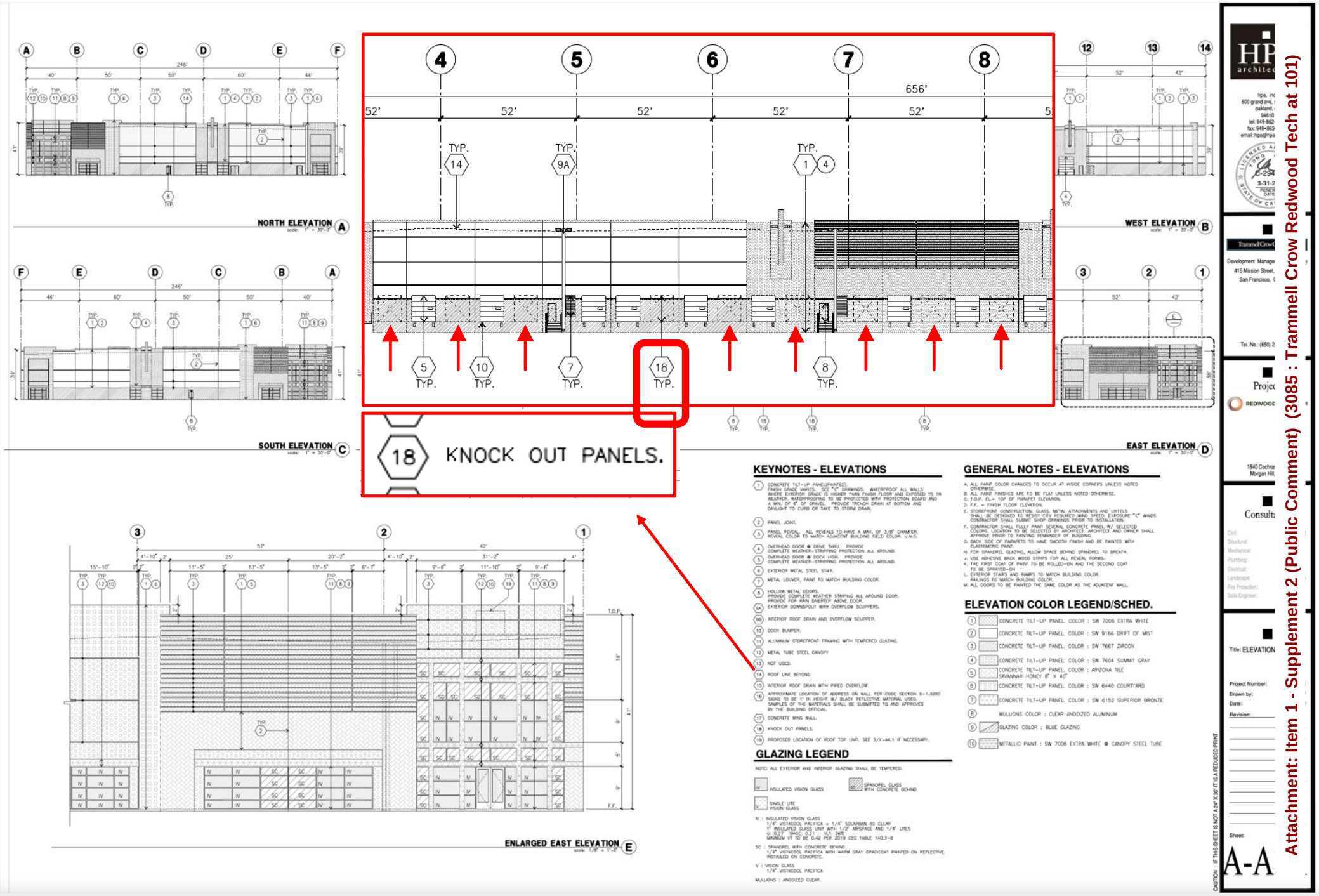
- **How will the potential traffic, health, EMS Response time and environmental impact be evaluated and addressed?**

(1) 56 dock high doors in the Shoe Palace expansion. Butterfield: 38 dock dock doors in the elevation drawings plus 13 more 'cut outs' in the architectural drawings.
(2) 50 dock high doors in the elevation drawings but 26 more spaces noted as 'knock out panels' in the architectural drawings (see page 15)
(3) https://ww2.arb.ca.gov/capp-resource-center/community-assessment/sensitive-receptor-assessment

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# Appendix

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)




**Source**: http://www.morgan-hill.ca.gov/DocumentCenter/View/37864/Architectural-Plans

Architectural Plans – Trammell Crow - 'RedwoodTech@101' - page 6 (building A)



Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

# PROJECT DATA

| | BLDG.A SITE | BLDG.B SITE | BLDG.C SITE | BLDG.D & E SITE | | | |
|---|---|---|---|---|---|---|---|
| | BLDG.A | BLDG.B | BLDG.C | BLDG.D | BLDG.E | TOTAL OF BLDG.D & E | TOTAL |
| **SITE AREA** | | | | | | | |
| In s.f. | 299,382 | 180,639 | 392,817 | | | 400,411 | 1,273,249 s.f. |
| In acres | 6.87 | 4.15 | 9.02 | | | 9.19 | 29.23 acre |
| **BUILDING AREA** | | | | | | | |
| Office | 8,000 | 5,500 | 30,000 | 10,000 | 10,000 | | 63,500 s.f. |
| Warehouse | 100,000 | 80,000 | 0 | 0 | 52,000 | | 232,000 sf |
| Manufacturing | 30,698 | 7,341 | 92,101 | 63,668 | 12,006 | | 205,814 sf |
| **TOTAL** | **138,698** | **92,841** | **122,101** | **73,668** | **74,006** | | **501,314 s.f.** |
| **COVERAGE** | **46.3%** | **51.4%** | **31.1%** | | | **36.9%** | **39.4%** |
| **AUTO PARKING REQUIRED** | | | | | | | |
| Office: 1/300 s.f. | 27 | 18 | 100 | 33 | 33 | | 212 stalls |
| Warehouse: 1/1,000 s.f. | 100 | 80 | 0 | 0 | 52 | | 232 stalls |
| Manufacturing: 1/500 s.f. | 61 | 15 | 184 | 127 | 24 | | 412 stalls |
| **TOTAL** | **188** | **113** | **284** | **161** | **109** | | **855 stalls** |
| **AUTO PARKING PROVIDED** | | | | | | | |
| Standard ( 9' x 18' ) | 101 | 53 | 279 | 112 | 55 | | 600 stalls |
| Compact ( 8' x 16' ) | 65 | 45 | 66 | 39 | 40 | | 255 stalls |
| Accessible parking ( 9' x 18' ) | 2 | 2 | 4 | 2 | 2 | | 12 stalls |
| Accessible Van ( 12' x 18' ) | 4 | 3 | 5 | 4 | 3 | | 19 stalls |
| EV/Clean Air/Vanpool | *4* | *3* | *8* | *4* | *3* | | *22* stalls |
| Future EV Charging Station (6% Req'd) | *10* | *5* | *22* | *8* | *4* | | *49* stalls |
| Future EVCS (Standard Accessible) | *1* | *1* | *1* | *1* | *1* | | *5* stalls |
| Future EVCS (Van) | *1* | *1* | *1* | *1* | *1* | | *5* stalls |
| **TOTAL** | **188** | **113** | **386** | **171** | **109** | | **967 stalls** |
| Provided Parking Ratio | 1 / 734 | 1 / 822 | 1 / 307 | 1 / 422 | 1 / 713 | | 1 / 513 |
| Actual EV Charging Station (*) | 6 | 4 | 12 | 6 | 4 | | **32** stalls |
| *Note: Actual EV charging station per MHMC 18.72.040 C will be provided Under Separate Application for Future Tenant Improvement. | | | | | | | |
| **BIKE RACKS REQUIRED** | | | | | | | |
| Long term(1 per 20 required automobile sp | 10 | 6 | 15 | 9 | 6 | | ***46*** |
| Short term(10% of required automobile spa | 19 | 12 | 29 | 17 | 11 | | ***88*** |
| **BIKE RACKS PROVIDED** | | | | | | | |
| Long term | 10 | 6 | 15 | 9 | 6 | | ***46*** |
| Short term | 19 | 12 | 29 | 17 | 11 | | ***88*** |
| **ZONING ORDINANCE FOR CITY** | | | | | | | |
| Zoning Destination - PUD (IL) | | | | | | | |
| General Plan Designation - Industrial | | | | | | | |

**IL (LIGHT INDUSTRIAL) ZONING REQUIREMENTS**

**Area: 54.9 - 29.6 acres**
**Maxmum Building Coverage - 60%**
**Maximum Height Allowed - 50'**

| **Building Setback** | **Landscape Setback** |
|---|---|
| Front - 30' | 101 Freeway - 30' |
| Rear - 20' | Depaul Drive - 25' |
| Street Side - 15' | Half Road - 20' |
| Side - 10' | |
| Abuts R Zone - 30' | |

*Note: 3' - 6' high berms, fence or combination to avoid car headlight. (per Design Guideline)

232,000 represent 46% of the total square footage

**Source**: http://www.morgan-hill.ca.gov/DocumentCenter/View/37864/Architectural-Plans
Architectural Plans – Trammell Crow - 'RedwoodTech@101' - page 2

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

Trammell Crow Company (TCC)

**Coldwater Depot Logistics Center - Phase III**

The Vitamin Shoppe, Inc. - Western Region distribution center, serving customers within the western half of the US from Texas to Washington

Coldwater Depot Logistics Center Phase III is a Class A industrial building featuring a cross-dock design with dock-high and grade-level loading, 30-foot ceiling clear heights, trailer parking and secured truck courts. The project is located on 11.4 acres at the northeast corner of Van Buren and 127th Avenue in Avondale, Arizona.

**Source**: https://www.trammellcrow.com/en/projects/coldwater-depot-logistics-center-phase-iii

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

Trammell Crow Company (TCC)

**I-215 Logistics Center**

Amazon Fulfillment center in Moreno Valley, CA

**Source**: https://www.trammellcrow.com/en/projects/i-215-logistics-center-amazon-fulfillment

Attachment: Item 1 - Supplement 2 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

Trammell Crow Company (TCC)

## FedEx Distribution Center, Austin TX

**Sources**:
https://rebusinessonline.com/trammell-crow-clarion-complete-85000-sf-distribution-center-for-fedex-in-austin/
https://www.trammellcrow.com/en/about/media-center/tcc-announces-completion-of-85k-sf-austin-distribution-facility-for-fedex

**Jenna Luna**

**From:** Alisha C. Pember <apember@adamsbroadwell.com>
**Sent:** Tuesday, May 25, 2021 6:39 PM
**To:** PC Public Comment; Jennifer Carman; Adam Paszkowski
**Subject:** [EXTERNAL] Agenda Item No. 1: Redwood Tech at 101 Project (SR2020-0029 through SR2020-0033 and SD2020-0011)
**Attachments:** 5175-002acp - Redwood Tech at 101 comments 05.25.21 with Attachments A-C.pdf

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Good evening,

Please see the attached **Comments on Agenda Item No. 1: Redwood Tech at 101 Project (SR2020-0029 through SR2020-0033 and SD2020-0011)** and **Attachments A-C**.

We are also providing a Dropbox link containing references in support of Attachments: https://www.dropbox.com/sh/svh1g5h9gg0bx1r/AABFq1jmYW5mlAV6upl2bU9sa?dl=0.

If you have any questions, please contact Kendra Hartmann.

Thank you.

Alisha Pember

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May 25, 2021

**Via Email Only**

Mohammad Habib, Chair
Members of the Planning Commission
City of Morgan Hill
c/o Minutes Clerk
17575 Peak Avenue
Morgan Hill, CA 95037
pcpubliccomment@morganhill.ca.gov

Jennifer Carman, Community Development Director
jennifer.carman@morganhill.ca.gov
Adam Paszkowski
Adam.Paszkowski@morganhill.ca.gov

**Re: Agenda Item No. 1: Redwood Tech at 101 Project (SR2020-0029 through SR2020-0033 and SD2020-0011)**

Dear Chair Habib, Commissioners, Minutes Clerk, Ms. Carman, Mr. Paszkowski:

We are writing on behalf of Morgan Hill Residents for Responsible Development ("Residents") to provide comments to the Morgan Hill Planning Commission ("Commission") on Agenda Item No. 1, the Redwood Tech at 101 Project, SR2020-0029 through SR2020-0033 and SD2020-0011 ("Project"). Proposed by Trammel Crow Morgan Hill Ventures ("Applicant"), the Project proposes approximately 501,314 square feet of flexible industrial/commercial space spread across 5 separate buildings on four separate lots in the approximately 29-acre lot south of the former Tree Farm site on Hwy 101 south of Cochrane Road in the City of Morgan Hill ("City").

The Applicant seeks a Design Permit and a Vesting Tentative Parcel Map, both discretionary approvals, to divide the property's existing 2 parcels into 4 legal lots. In accordance with Section 18.108.040.D of the City's Municipal Code, the size



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of the Project is considered significant and, as such, the Development Services Director has elevated the Project to the Planning Commission for review and consideration of the two proposed Project entitlements. The Project proposes to construct 5 buildings on the site, all designated for flexible industrial and commercial uses, including advanced manufacturing, warehouse, supporting office, and similar industrial and commercial uses. The property has a Commercial/Industrial General Plan designation and is zoned Light Industrial (IL). Access to the property will be provided via four driveways from the extension of De Paul Drive to the south from Cochrane Road. All street frontages will be improved to City Standards with sidewalk and landscaping.

The Applicant previously submitted to the City a different project titled the Morgan Hill Technology Center ("Technology Center"), which was withdrawn by the Applicant on September 18, 2020.[1] That previous project encompassed the proposed Project site and the parcels to the north. The original Technology Center proposed a mix of industrial, commercial, and residential uses on an 89-acre site. The industrial and commercial portions of the Technology Center project proposed 1.04 million square feet of light industrial uses contained in six buildings, 45,000 square feet of industrial office in one building situated between the industrial buildings on a 2.31-acre parcel, and 50,000 square feet of retail/commercial on a 2.92-acre parcel fronting Cochrane Road.

We reviewed the Staff Report and related Project documents with the assistance of environmental health, air quality, and GHG expert Paul E. Rosenfeld, Ph.D., and hazardous materials expert Matt Hagemann, P.G., C.Hg. of Soil Water Air Protection Enterprise ("SWAPE"), transportation expert Dan Smith, and noise expert Deborah Jue, INCE-USA. Comments and curriculum vitae of SWAPE are attached to this letter as Attachment A.[2] Mr. Smith's comments and curriculum vitae are included as Attachment B,[3] and Ms. Jue's comments and curriculum vitae are attached as Attachment C.[4] All expert comments are fully incorporated herein and submitted to the City herewith. Therefore, the City must separately respond to the technical comments in Attachments A, B and C.

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[1] Staff Report, p. 6; see http://www.morgan-hill.ca.gov/1966/Morgan-Hill-Technology-Park (last visited 5/25/21).
[2] **Attachment A:** Comments on Redwood Tech at 101 Project (May 21, 2021) ("SWAPE Comments").
[3] **Attachment B:** Transportation Comments re Redwood Tech@101 Project by Smith Engineering & Management (May 20, 2021) ("Smith Comments").
[4] **Attachment C**: Redwood Tech @ 101 Comments, Wilson Ihrig (May 25, 2021) ("Jue Comments").



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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

Based on our review, it is clear that the City has not complied with the California Environmental Quality Act ("CEQA")[5], the Subdivision Map Act, or with local and State land use laws in its review of the Project and its proposed entitlements.

The City initially prepared a draft environmental impact report ("DEIR") for the Technology Center Project, which found that the Technology Center Project (which included the instant Project plus the additional components) would have significant impacts on air quality, biological resources, cultural resources, greenhouse gas ("GHG") emissions, hazardous materials, noise, and transportation which required mitigation.[6] Before the DEIR was certified, the Project application was withdrawn. The Applicant has now reproposed the industrial/commercial component of the Technology Center Project as the Redwood 101 Project, which the City now claims does not require CEQA review because it was previously analyzed in the 2035 General Plan EIR. As discussed below, the General Plan EIR was a planning-level CEQA document which did not analyze the Project's environmental impacts with the degree of specificity required for project-level environmental review. Nor were the project-specific impacts that were identified in the Technology Center DEIR addressed in the General Plan EIR. An EIR is required for the Project for these reasons.[7]

The City is also improperly piecemealing its environmental review of the Project from other components of the original Technology Center Project. As the Staff Report explains, the residential component of the Technology Center Project has been reduced from 319 units to 269 units and is being concurrently developed by Dividend Homes under a separate application.[8] Two of the original project components are being reviewed by the City for a second time, yet the City failed to prepare an EIR that analyzes the impacts of both developments.

Finally, as discussed below, the Redwood 101 Project has potentially significant, unmitigated impacts on air quality, public health, GHG emissions, noise, and transportation that must be disclosed and mitigated in an EIR. These unmitigated impacts also preclude the Planning Commission from making the

---

[5] Pub. Res. Code §§ 21000 et seq; 14 Cal. Code Regs. ("CCR" or "CEQA Guidelines") §§ 150000 et seq.
[6] See Technology Center DEIR, pp. iv-xxx, available at https://www.morgan-hill.ca.gov/DocumentCenter/View/36693/Draft-EIR-Morgan-Hill-Tech-Center-12-May-2020-webready (last visited 5/25/21).
[7] See 14 CCR § 15152.
[8] Staff Report, p. 6.



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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

findings required to approve the Project under the Subdivision Map Act and the City land use codes. The Planning Commission should remand the Project to staff to prepare a legally adequate EIR before the Project can be considered for approval.[9]

## I. STATEMENT OF INTEREST

Residents is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety standards associated with Project development, as well as its potential environmental impacts. Residents includes local unions, their members and families, and other individuals that live and/or work in the City of Morgan Hill and Santa Clara County.

Individual members of Residents and the affiliated labor organizations live, work, recreate and raise their families in the City of Morgan Hill and Santa Clara County. They would be directly affected by the Project's environmental and health and safety impacts. Individual members, including Santa Clara County resident Fermin Layos, may also work on the Project itself. Accordingly, they will be first in line to be exposed to any health and safety hazards that exist onsite. Residents have a strong interest in enforcing the State's environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making it less desirable for businesses to locate and people to live there.

## II. LEGAL STANDARD

In an effort to ensure the long-term protection of the environment of the state, CEQA requires governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality. To this end, CEQA requires preparation of an EIR whenever a public agency proposes to approve or to carry out a project that may have a significant effect on the environment.[10] In this way, CEQA is designed to inform decision makers and the public about the potentially

---

[9] We reserve the right to supplement these comments at later hearings and proceedings on this Project. Gov. Code § 65009(b); PRC § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield ("Bakersfield")* (2004) 124 Cal. App. 4th 1184, 1199-1203; *see Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal. App. 4th 1109, 1121.

[10] *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 390.



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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

significant environmental impacts of a project before it is approved and implemented.[11]

Described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return,"[12] an EIR's purpose is to "inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR protects not only the environment, but also informed self-government."[13] To fulfill this purpose, the discussion of impacts in an EIR must be detailed, complete, and "reflect a good faith effort at full disclosure."[14] Furthermore, CEQA imposes an affirmative obligation on agencies to avoid or reduce environmental harm by adopting feasible project alternatives or mitigation measures to address all potentially significant impacts identified in the agency's CEQA analysis.[15] An adequate EIR must contain facts and analysis, not just an agency's conclusions.[16]

CEQA "projects" include activities undertaken by public agencies that cause direct physical changes to the environment.[17] Following preliminary review of a project to determine whether an activity is subject to CEQA, a lead agency is required to prepare an initial study to identify several key objectives, including whether to prepare an EIR or negative declaration, as well as the appropriate process to be used for analysis of the project's environmental effects and potential mitigation.[18] CEQA requires an agency to analyze the potential environmental impacts of its proposed actions in an EIR except in certain limited circumstances.[19]

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[11] Cal. Code Regs., tit. 14, § 15002, subd. (a)(1) ("CEQA Guidelines"); *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal.App.4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[12] *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.
[13] *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 564 (internal citations omitted).
[14] CEQA Guidelines, § 15151; *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 721-722.
[15] Pub. Resources Code, §§ 21002-21002.1.
[16] *See Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 568.
[17] *County of Ventura v. City of Moorpark* (2018) 24 Cal.App.5th 377, 385.
[18] CEQA Guidelines, §§ 15060, 15063, subd. (c).
[19] See, e.g., Pub. Resources Code, § 21100.



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## III. CEQA PROHIBITS PIECEMEALING OF A PROJECT

CEQA prohibits a project proponent from seeking approval of a project by breaking it up, piecemeal fashion, in order to take advantage of environmental exemptions or less rigorous CEQA review for smaller projects.[20] The law mandates that "environmental considerations do not become submerged by chopping a large project into many little ones—each with a minimal potential impact on the environment—which cumulatively may have disastrous consequences."[21] As courts have explained, " … [t]he CEQA process is intended to be a careful examination, fully open to the public, of the environmental consequences of a given project, *covering the entire project, from start to finish*."[22]

Specifically, the description of a project must describe a larger future project and analyze its effects if (1) the larger project is a reasonably foreseeable consequence of the initial project, and (2) the future project will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.[23] This rule applies even if (1) the Lead Agency has not yet formally approved the larger future project, and (2) it is impossible to predict with precision the environmental effects of less-than-definite future plans, as long as these effects can be discussed at least in general terms.[24] Difficulty in describing the effects of less-than-definite future plans does not excuse an agency from CEQA compliance, especially since CEQA provides mechanisms, such as Program EIRs and tiering of EIRs, to facilitate environmental analysis of larger future projects.[25]

Furthermore, "[t]iering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental impacts of the project and does not justify deferring such analysis to a later tier EIR or negative declaration."[26] If a program-level EIR has been released, it is nonetheless still not appropriate to piecemeal later tiers in order to avoid environmental review.

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[20] *Arviv Enterprises, Inc. v. South Valley Area Planning Com*. (2002) 101 Cal. App. 4th 1336, 1340.
[21] *Bozung v. LAFCO* (1975) 13 Cal.3d 263, 283-84; *City of Santee v. County of San Diego*, (1989) 214 Cal.App.3d 1438, 1452; *Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo* (1985) 172 Cal.App.3d 151, 165.
[22] *Natural Resources Defense Council v. City of Los Angeles* (2002) 103 Cal.App.4th 268, (emphasis added).
[23] *Laurel Heights Improvement Assn. v. Regents of Univ. of California* (1988) 47 Cal. 3d 376, 396.
[24] *Id*. at 398-99.
[25] *Id*. at 399, n.8.
[26] 14 C.C.R. § 15152 (b); *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 431, 150 P.3d 709, 720.



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### A. Development of Multiple Components of the Original Morgan Hill Technology Center Project is Reasonably Foreseeable and Cumulative Impacts Must be Analyzed Together in an EIR

Similar to *Laurel Heights*, in which the Court found that future development was reasonably foreseeable and the university had to include environmental analysis of the anticipated future uses of the site, the Project is just one fragment of anticipated development of the site, which was already analyzed in an EIR.[27] Though the Applicant abandoned the larger project in September 2020, the proposed Project is merely a selection excerpted from that larger development, pulled out to be considered on a smaller scale.

Considering the sequence of events associated with development at the site, it is difficult to imagine a scenario in which the Applicant and the City are not attempting to piecemeal a large project into several smaller ones that will require less rigorous CEQA review—or none at all, as the City alleges here. The larger project, the impacts of which the DEIR concluded would be numerous, significant and, in some cases, unavoidable, was abruptly abandoned by the Applicant after considerable pushback from the community.[28] When the Applicant submitted the much-abbreviated application for the currently proposed Project, the City pointed out that a Vesting Tentative Map of five or more parcels would require additional CEQA review, after which the Applicant immediately revised the Project, reconfiguring the proposed site into four parcels.[29]

Moreover, the residential portion of the larger project had been evaluated in the Technology Center DEIR together with all project components. It is now being developed concurrently under a separate application—and separate environmental review.[30] As the court in *Laurel Heights* found, "this is not the type of situation where it is unclear as to whether a parcel of land will be developed or as to whether activity will commence."[31] In fact, though no formal land use entitlement applications had been filed with the City at the time, the Technology Center DEIR acknowledged that "[t]he future development of [the residential component] is

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[27] *Id*. at 399.
[28] See, e.g., public comment letters, https://www.morgan-hill.ca.gov/1966/Morgan-Hill-Technology-Park.
[29] See City Letter of Application Incompleteness (Jan. 11, 2021), p. 3; Applicant Response Letter (Feb. 1, 2021), p. 8.
[30] Morgan Hill Planning Commission Staff Report, p. 6.
[31] *Laurel Heights*, 47 Cal.3d at 395.



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reasonably foreseeable given the existing land use designation and zoning."[32] Now that that foreseeable development has come to pass, the adjacent development projects are being evaluated separately.

By now omitting from its environmental review the reasonably foreseeable development of all projects at the same sites originally analyzed in the EIR for the Technology Center Project, the City has impermissibly engaged in piecemealing and must prepare an EIR for the entire site which fully describes, analyzes and mitigates potentially significant impacts.

## IV. TIERING

In preparing an initial study, a lead agency is required to identify the appropriate level of environmental review and must determine whether a previously prepared EIR could be used with the project.[33] Tiering, in which the analysis of general matters contained in a broader EIR, such as one prepared for a general plan, is used to frame the general discussion of a later, narrower project and its specific issues and impacts, can be appropriate when considering large-scale planning approval or separate but related projects. A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR.[34]

Where a program EIR has been prepared that could apply to a later project, CEQA requires the lead agency to conduct a two-step process to examine the later project to determine whether additional environmental review is required.[35] First, the agency must consider whether the project will result in environmental effects that were not examined in the program EIR.[36] Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record.[37] If the agency finds the activity would have environmental effects that were not examined in the program EIR, it must

[32] Technology Center DEIR, p. 17.
[33] CEQA Guidelines, §§ 15060, 15063, subd. (c).
[34] 14 C.C.R. § 15152(f).
[35] See CEQA Guidelines, 15168, subd. (c); S. Kostka & M. Zischke, Practice Under the California Environmental Quality Act 2d, § 10.16 (Mar. 2018).
[36] CEQA Guidelines, § 15168, subd. (c)(1).
[37] *Id.* at (c)(2).



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then prepare an initial study to determine whether to prepare an EIR or negative declaration to address those effects.[38]

Second, if the agency determines the project is covered by the program EIR, it must then consider whether any new or more significant environmental effects could occur due to changes in circumstances or project scope, or new information that could not have been considered in the program EIR.[39] More specifically, pursuant CEQA Guidelines section 15162, subsequent or supplemental environmental review is required when one or more of the following events occur:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant effects or a substantial increase in the severity of previously identified effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the

[38] CEQA Guidelines, § 15168, subd. (c)(1).
[39] CEQA Guidelines, § 15168, subd. (c)(2).



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project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.[40]

The terms "supplement" and "subsequent" are not interchangeable. "A supplement to an EIR is a document that contains additions or changes needed to make the previous EIR adequate … In contrast … a subsequent EIR revises the previous EIR, rather than simply supplements it."[41] With subsequent review the "revised EIR must receive the same circulation and review as the original EIR."[42]

Similarly, Section 15183 provides a streamlined process for environmental review of projects that are "consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified," authorizing agencies to avoid duplicative environmental review "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."[43]

Courts have held that if "no EIR has been prepared for a nonexempt project, but substantial evidence in the record supports a fair argument that the project may result in significant adverse impacts, the proper remedy is to order preparation of an EIR."[44] The fair argument standard creates a "low threshold" favoring environmental review through an EIR, rather than through issuance of a negative declaration.[45] An agency's decision not to require an EIR can be upheld only when there is no credible evidence to the contrary.[46]

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[40] CEQA Guidelines, § 15162, subd. (a)(1)-(3); see also Pub. Resources Code, § 21166.
[41] S. Koskte & M. Zischke, Practice Under the Environmental Quality Act 2d., § 19.4, p. 19-8 (Mar. 2018).
[42] S. Koskte & M. Zischke, Practice Under the Environmental Quality Act 2d., § 19.4, p. 19-8, (Mar. 2018), emphasis added; see also CEQA Guidelines, §§ 15162, 15163.
[43] 14 C.C.R. § 15183(a).
[44] See, e.g., *Communities for a Better Environment. v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, 319-320.
[45] *Citizens Action to Serve All Students v. Thornley* (1990) 222 Cal.App.3d 748, 754.
[46] *Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th, 1307, 1318; see also *Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 988, 1002 ("If there was substantial evidence that the proposed



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### A. The Project Was Not Analyzed by the 2035 General Plan EIR

In 2016, the Morgan Hill City Council certified the Morgan Hill 2035 General Plan EIR analyzing "land use, urban design, circulation, public services, natural resources, and safety goals, policies, and actions to guide investment and development" in the City over a 20-year period. Prepared as a program EIR pursuant to CEQA Guidelines Section 15168, the EIR states that its intended purpose is to serve as a long-term "policy document[] guiding future development activities and City actions."[47]

The Staff Report asserts that the General Plan EIR "adequately addressed the potential environmental impacts associated with the comprehensive update of the City's constitution for growth including certain implementation activities and provided for streamlining of the environmental review process for projects proposed subsequent to the certification of the EIR."[48] The Report's entire analysis of the EIR's evaluation of impacts from activities specific to the Project consists of the following paragraph:

> The proposed project entails dividing the subject property and constructing buildings consistent with the General Plan. The division and development of parcels consistent with the General Plan was addressed in the program EIR for the 2035 General Plan and, therefore, pursuant to Section 15162 and Section 15183 of the State CEQA Guidelines, no additional review under the California Environmental Quality Act is required for the proposed project.[49]

It is unclear from this description how the General Plan EIR's analysis of development and population growth over the next 15 years applies to the Project's specific impacts, let alone how those impacts are examined in enough detail as to make further environmental review unnecessary. The Staff Report appears to conclude that, in light of the Project's proposal to divide "the subject property and construct[] buildings," the General Plan EIR's analysis of the "division and development of parcels" is sufficiently adequate that no further review is

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project might have a significant environmental impact, evidence to the contrary is not sufficient to support a decision to dispense with preparation of an EIR and adopt a negative declaration, because it could be 'fairly argued' that the project might have a significant environmental impact").

[47] General Plan EIR, p. 2-2.

[48] Staff Report, p. 19.

[49] Staff Report, p. 15.



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warranted. A thorough search of the General Plan EIR, however, reveals that it does not analyze impacts from specific subdivisions or construction whatsoever. In fact, specifics of any kind associated with the Project—environmental setting, baseline, potential impacts from development, subdivision or construction, mitigation—are nowhere to be found in the EIR.

In its insistence that the General Plan EIR's analysis of future impacts renders any further environmental review unnecessary, the Staff Report seems to unequivocally reject the EIR's stated objective with respect to its status as a program EIR. Recognizing the utility of program EIRs when a project "consists of a series of actions related to the issuance of rules, regulations, and other planning criteria," the EIR distinguishes itself as a document that serves to guide policy and City actions over time, rather than as a benchmark for specific project impacts:

> No specific development projects are proposed as part of the proposed Project. Therefore, this EIR is a program-level EIR that analyzes the potential significant environmental effects of the adoption of the proposed Project. As a program EIR, it is not project-specific, and does not evaluate the impacts of individual projects that may be proposed under the General Plan. Such subsequent projects will require a separate environmental review, when applicable as required by CEQA, which could be in the form of a Negative Declaration, Mitigated Negative Declaration, or a Subsequent EIR, to secure the necessary development permits. Therefore, while subsequent environmental review may be tiered from this EIR, this EIR is not intended to address project-specific impacts of individual projects.[50]

The City had to make a significant effort to disregard this statement in the EIR, whose preparers went so far as to announce no less than 7 times that it was not to be used to evaluate individual projects.[51] The City cannot do an about-face now to claim that its own General Plan EIR analyzed something which the City has previously and unequivocally stated it did not.

Section 15168's two-step inquiry of a program EIR's applicability to later activities holds that "if a later activity would have effects that were not examined in the program EIR, a new initial study would need to be prepared leading to either an

[50] General Plan EIR, p. 2-2.
[51] See, e.g., pp. 2-2, 3-1fn.2, 3-42, 4.3-34, 4.3-37, 4.3-38, 4.3-53.
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EIR or a negative declaration."[52] The City insists that, pursuant to sections 15162 and 15183, the Project is within the scope of the program EIR and no subsequent EIR is required. "Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record."[53] The City does not offer any substantial evidence to support its dubious conclusion. At most, it suggests a vague association between the EIR's illusory "division and development of parcels" and the Project's subdivision and development.

In contrast, as demonstrated below and supported by substantial evidence, the Project is likely to result in significant impacts to transportation, air quality, and public health—impacts specific to its development and that were not contemplated by the General Plan EIR. Since the EIR, by its own admission, did not evaluate the impacts of any specific projects, a subsequent EIR to examine "project-specific significant effects which are peculiar to the project or its site" should be prepared.[54]

## V. ENVIRONMENTAL REVIEW IS REQUIRED FOR DISCRETIONARY ACTIONS

In addition to claiming that the program-level General Plan EIR adequately analyzed impacts of future development, including the Project, the City advised the Applicant that the Project was further excused from CEQA review because "Environmental Review is not required for Design Review or Tentative Parcel Map applications."[55] This conclusion is patently false for the reasons that follow.

### A. Design Review

The City's conclusion that environmental review is not required for Design Review is incorrect. Per the City's own Municipal Code, a Design Review permit, which is required for significant projects like the Applicant's,[56] "is a discretionary action that enables the city to ensure that proposed development exhibits high

[52] 14 C.C.R. § 15168(c)(1).
[53] *Id.*
[54] 14 C.C.R. § 15183(a).
[55] City of Morgan Hill Development Services Center Completeness Comment Letter, February 16, 2021, p. 3.
[56] Municipal Code 18.108.040(D)(2) states that "[a]ny structure with more than seventy-five thousand square feet of floor area is presumed significant."



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quality design consistent with the general plan and any other applicable specific plan or area plan adopted by the city council."[57] CEQA clearly requires environmental review of all "discretionary projects proposed to be carried out or approved by public agencies."[58]

The Staff Report notes the receipt of a letter on behalf of the Applicant asserting that the Planning Commission "lacks discretion to address potential environmental effects, making the Project ministerial for CEQA purposes."[59] Analogizing to a case in which a court found that approval of a design review permit limited the reviewing agency to consideration of design-related issues, the letter attempts to establish that the Planning Commission has no discretion to consider the Project's potential environmental impacts. This is because, as the letter contends, the discretion granted to the Commission by the Municipal Code refers only to discretionary review of a project's design elements. The letter's interpretation of the case law, however, suffers from two fundamental flaws: (1) it attempts to apply the court's reasoning to an inapposite set of facts, and (2) it overlooks the other discretionary approval sought for this Project, the Vesting Tentative Parcel Map.

The letter attempts to draw parallels where they do not exist, asserting that "[l]ike the fourteen design review criteria applied by St. Helena in *McCorkle*, the City's design review criteria are limited to design review and not environmental issues."[60] In that case, the St. Helena City Council found the local design review ordinances prevented it from disapproving the project for non-design related matters. Those ordinances did not include any required findings related to CEQA review or otherwise allow the agency to "shape the project in any way which could respond to any of the concerns which might be identified in an environmental impact report."[61] Here, on the other hand, Morgan Hill's design review ordinance requires a finding that a project has been reviewed in compliance with CEQA, as well as a determination that it will not be "detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity"—distinctly discretionary actions that require consideration of the Project's effects on the environment and potential mitigation.[62]

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[57] MHMC 18.108.040(A).
[58] Pub. Resources Code § 21080(a).
[59] Staff Report, p. 19.
[60] Staff Report, p. 72.
[61] *McCorkle Eastside Neighborhood Group v. City of St. Helena* (2018) 31 Cal.App 5th 80, 90.
[62] Zoning Code, § 18.108.040.



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Furthermore, even if a design permit did limit the Planning Commission to consideration only of design-related elements, the Project also seeks a Vesting Tentative Parcel Map, a discretionary permit subject to the provisions of CEQA.[63] As discussed above, it is well established that a project cannot be divided into smaller parts that individually will not have a significant effect on the environment. This rule is applicable even if one of the smaller parts might require only ministerial, rather than discretionary, approval.[64] Moreover, when a project "involves an approval that contains elements of both a ministerial action and a discretionary action, the project will be deemed to be discretionary."[65]

### B. Vesting Tentative Parcel Map

The Project requires a Vesting Tentative Parcel Map to subdivide the existing two parcels into four separate parcels, approval of which requires that the Tentative Map is consistent with all applicable city ordinances, general and specific plans adopted by the city, and the State Subdivision Map Act ("Map Act").[66] The Map Act, as well as the Morgan Hill Municipal Code, requires specific environmental findings before a parcel map can be approved. A map shall not be approved, for example, if its design or proposed improvements are "likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat," or are "likely to cause serious public health problems."[67] Regulating land subdivisions in Morgan Hill, according to the Municipal Code, is "necessary for the preservation of the public health, safety and general welfare, to promote orderly growth and development and to promote open space, conservation, protection and proper use of land and to insure provision for adequate traffic circulation, utilities and services."[68]

Once again, making these findings confers on the agency a discretionary duty to determine compliance with the statute.[69] This discretion, furthermore, involves

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[63] See, e.g., Pub. Resources Code § 21080: "this division shall apply to discretionary projects proposed to be carried out or approved by public agencies, including, but not limited to, the enactment and amendment of zoning ordinances, the issuance of zoning variances, the issuance of conditional use permits, and the approval of tentative subdivision maps …"
[64] *Orinda Assoc. v. Board of Supervisors* (1986) 182 Cal.App.3d 1145, 1171–1172.
[65] 14 C.C.R. § 15268(d).
[66] MHMC § 17.24.050 A; 17.24.070 A; .
[67] Gov. Code § 66474(e), (f); MHMC § 17.20.100.
[68] MHMC, § 17.04.020.
[69] Pub. Res. Code § 21080(a); *Rominger v. County of Colusa* (2014) 229 Cal.App.4th 690.



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consideration of activities that have the "potential to cause a direct physical change or a reasonably foreseeable indirect physical change in the environment."[70]

The City, in an exercise of this discretionary duty, states in the Staff Report that the Project "will not be detrimental to the public health, safety, or welfare, and will not be materially injurious to the properties or improvements in the vicinity."[71] As it had previously concluded that no environmental review was required,[72] however, it is unclear how it reached this determination, and no substantial evidence is offered in support of this conclusory statement. In addition, as discussed in Section VI. below, there is substantial evidence demonstrating that the Project is likely to have potentially significant and unmitigated impacts on air quality, public health, climate change, and traffic. As a result of these unmitigated impacts, the Project fails to comply with the Map Act and Municipal Code and the City cannot make the requisite findings to approve the Project's Tentative Map.

## VI. THE CITY MUST PREPARE AN EIR TO ANALYZE THE PROJECT'S POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS THAT WERE NOT ANALYZED IN THE MORGAN HILL 2035 GENERAL PLAN EIR

Agencies must fully disclose all potentially significant impacts of a project, and must implement all feasible mitigation to reduce those impacts to less than significant levels. The lead agency's significance determination with regard to each impact must be supported by accurate scientific and factual data.[73] An agency cannot conclude that an impact is less than significant unless it produces rigorous analysis and concrete substantial evidence justifying the finding.[74]

Moreover, the failure to provide information required by CEQA is a failure to proceed in the manner required by CEQA.[75] Challenges to an agency's failure to proceed in the manner required by CEQA, such as the failure to disclose

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[70] *Id.*
[71] Staff Report, p. 16.
[72] Asserting that the Project "is consistent with the development projections analyzed in the Morgan Hill 2035 General Plan program EIR for the project site" and that it "is designed to be consistent with the development standards in the General Plan and Zoning Code" the City concluded that no further environmental review would be required. Staff Report, p. 52.
[73] 14 CCR § 15064(b).
[74] *Kings Cty. Farm Bur. v. Hanford* (1990) 221 Cal.App.3d 692, 732.
[75] *Sierra Club v. State Bd. Of Forestry* (1994) 7 Cal.4th 1215, 1236.



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information about a project's environmental effects or alternatives, are subject to a less deferential standard than challenges to an agency's factual conclusions.[76] In reviewing challenges to an agency's approval of an EIR based on a lack of substantial evidence, the court will "determine de novo whether the agency has employed the correct procedures, scrupulously enforcing all legislatively mandated CEQA requirements."[77]

As explained above, where a program EIR has been prepared that can apply to a later project, CEQA requires the lead agency to conduct a two-step process to examine the later project to determine whether additional environmental review is required.[78] First, the agency must consider whether the project will result in environmental effects that were not examined in the program EIR.[79] If the later activity involves site-specific operations, as it does here, the City must evaluate the site and activity to determine whether the environmental effects were covered in the program EIR and document its findings by a checklist.[80] If the agency finds the activity would have environmental effects that were not examined in the program EIR, it must then prepare an initial study to determine whether to prepare an EIR or negative declaration to address those effects.[81]

Because the 2035 General Plan EIR did not address any project-specific impacts of future projects, significant effects resulting from the Project will be substantially more severe than anything analyzed in the General Plan EIR. Without completing additional environmental analysis, the Project cannot satisfy the requirements for disclosure and analysis under CEQA and must complete a subsequent EIR.

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[76] *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 435.
[77] *Id., Madera Oversight Coal., Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102.
[78] See CEQA Guidelines, 15168, subd. (c); S. Kostka & M. Zischke, Practice Under the California Environmental Quality Act 2d, § 10.16 (Mar. 2018).
[79] CEQA Guidelines, § 15168, subd. (c)(1).
[80] 14 CCR §15168(c)(4).
[81] CEQA Guidelines, § 15168, subd. (c)(1).



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### A. Air Quality

#### *i. Updated Analysis Provides Substantial Evidence of Potentially Significant Air Quality Impacts*

Using Project-specific information, as well as site-specific information such as land use type, meteorological data, total acreage, and typical equipment, experts from SWAPE estimated the Project's construction and operational emissions using the most updated version of CalEEMod.[82] SWAPE found that emissions of VOCs from construction at the Project site would be 268.96 lb/day, nearly twice the BAAQMD threshold of 137 lb/day.[83]

This is new information about significant impacts that were not analyzed in the General Plan EIR because this specific development project was not before the City at the time the General Plan was approved. The results substantiate the conclusion that impacts to air quality will be significant and must be analyzed and mitigated in a project-specific EIR.

#### *ii. A Health Risk Analysis Must be Prepared*

SWAPE found that potentially significant impacts to public health were undisclosed and the Project failed to provide sufficient information regarding the Project's potential health risk impacts.[84] The Project will produce emissions of diesel particulate matter ("DPM") through the exhaust stacks of construction equipment throughout its construction period, and will generate daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to DPM emissions.[85] The City, however, failed to make a reasonable effort to connect the Project's construction-related and operational toxic air contaminant ("TAC") emissions to the potential health risks posed to nearby receptors.[86] These pose a significant risk to public health, and should be disclosed and mitigated in an EIR.

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[82] SWAPE Comments, p. 3.
[83] Id.; California Environmental Quality Act Air Quality Guidelines. BAAQMD, May 2017, *available at:* https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 2-2, Table 2-1.
[84] SWAPE Comments, p. 4.
[85] *Id.*
[86] *Id.*



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CEQA requires that a lead agency analyze the human health effects of the air emissions generated by a development project.[87] Additionally, as SWAPE explained, the Office of Environmental Health Hazard Assessment ("OEHHA"), recommends that exposure from projects lasting more than 6 months be evaluated for the duration of the project and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR").[88]

SWAPE calculated the Project's excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA:

> Consistent with the default CalEEMod construction schedule, the annualized average concentration for construction was used for the entire third trimester of pregnancy (0.25 years) and the first 1.28 years of the infantile stage of life (0 – 2 years). The annualized averaged concentration for operation was used for the remainder of the 30-year exposure period, which makes up the remainder of the infantile stage of life, and the entire child and adult stages of life (2 – 16 years) and (16 – 30 years), respectively.[89]
>
> Consistent with OEHHA, as recommended by SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASFs") to account for the heightened susceptibility of young children to the

[87] CEQA Appendix G, Section III.D; CEQA Guidelines section 15126.2(a) ("health and safety problems caused by the physical changes" that the proposed project will precipitate); *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 516; *Berkeley Keep Jets. v. Bd. of Port Comrs. ("Berkeley Jets")* (2001) 91 Cal.App.4th 1344, 1369; *Bakersfield*, 124 Cal.App.4th at 1219–1220.
[88] SWAPE Comments, p. 4; Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments. OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-6, 8-15
[89] SWAPE Comments, p. 5.



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> carcinogenic toxicity of air pollution.[90, 91, 92, 93] According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant) as well as multiplied by a factor of three during the child stage of life (2 – 16 years). Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95th percentile breathing rates for infants.[94] Finally, according to BAAQMD guidance, we used a Fraction of Time At Home ("FAH") value of 0.85 for the 3rd trimester and infant receptors, 0.72 for child receptors, and 0.73 for the adult receptors.[95] We used a cancer potency factor of 1.1 $(mg/kg\text{-}day)^{-1}$ and an averaging time of 25,550 days.

The resulting impacts, SWAPE found, were highly significant and demonstrate a high risk to the health and welfare of the public from the Project:

> The excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 300 meters away, over the course of Project construction and operation, utilizing

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[90] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

[91] "Draft Environmental Impact Report (DEIR) for the Proposed The Exchange (SCH No. 2018071058)." SCAQMD, March 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8, p. 4.

[92] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also "Recommended Methods for Screening and Modeling Local Risks and Hazards." BAAQMD, May 2011, *available at:* http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, p. 65, 86.

[93] "Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document." SJVAPCD, May 2015, *available at:* https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf, p. 8, 20, 24.

[94] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," June 5, 2015, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588-risk-assessment-guidelines.pdf?sfvrsn=6, p. 19. "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[95] "Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines." BAAQMD, January 2016, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en



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> ASFs, are approximately 2.4, 15, 23, and 1.1 in one million, respectively. We estimate an excess cancer risk of approximately 42 in one million over the course of a residential lifetime (30 years), utilizing ASFs. The infant, child, and lifetime cancer risks exceed the BAAQMD threshold of 10 in one million, thus resulting in a potentially significant impact.

Neither the General Plan EIR nor the Staff Report disclose this potentially significant health risk impact from the Project. This is new information about significant impacts that were not analyzed in the General Plan EIR because this specific development project was not before the City at the time the General Plan was approved. The City must prepare an EIR to fully disclose the health risk posed to nearby, existing receptors from Project construction and operation, and to require binding mitigation measures to reduce the health impacts from the Project's DPM emissions to less than significant levels.

*iii. GHG Emissions Will be Significant*

Because the City failed to conduct any project-specific impact analysis, the Staff Report and supporting documentation lack sufficient information regarding the Project's potentially significant GHG emissions.

SWAPE conducted an analysis of the Project's GHG emissions utilizing its CalEEMod model, with the 2030 "Substantial Progress" threshold of 660 metric tons of carbon dioxide equivalents per year ("MT $CO_2e$/year").[96] The CalEEMod output files, modeled by SWAPE with Project-specific information, showed "the Project's mitigated emissions, which include approximately 1,389 MT $CO_2e$ of total construction emissions (sum of 2021 and 2022 emissions) and approximately 5,250 MT $CO_2e$/year of annual operational emissions (sum of area, energy, mobile, waste,

[96] SWAPE Comments, p. 9; See: JEFFERSON UNION HIGH SCHOOL DISTRICT FACULTY & STAFF HOUSING PROJECT AIR QUALITY & GREENHOUSE GAS ASSESSMENT. City of Daly City, June 2019, *available at:* https://files.ceqanet.opr.ca.gov/257215-2/attachment/k-aC8VdC7LV3xz75yuUmtGiiExH-Y7HEPQ-dU-YIxuhNp95Dx9bK_TbVP3sWar00-Zx87dh7ji80vbRH0, p. 7; "TO 20-01 PAPÉ MACHINERY AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT." City of Fremont, February 2020, *available at:* "SOLAR4AMERICA ICE FACILITY EXPANSION AIR QUALITY AND GREENHOUSE GAS EMISSION ASSESSMENT." City of San Jose, September 2019, *available at*: https://www.fremont.gov/DocumentCenter/View/44974/4_Appendix-1_Air-Quality-GHG-Assessment, p. 18; and https://www.sanjoseca.gov/Home/ShowDocument?id=45200, p. 6.



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and water-related emissions). When compared to the Project's net annual GHG emissions of 853 MT $CO_2e$/year to the Bay Area Air Quality Management District's ("BAAQMD") 2030 "Substantial Progress" threshold of 660 MT $CO_2e$/year, SWAPE found a potentially significant GHG impact, exceeding the "Substantial Progress" threshold by eightfold.[97]

The Project's potentially significant GHG impacts are new information that was not analyzed in the General Plan EIR which must be fully disclosed and mitigated in an EIR.

### B. Transportation

The City asserts that CEQA review is not required for the Project because the General Plan EIR evaluated impacts specific enough to release the Applicant or agency from any duty to perform subsequent environmental review. As Mr. Smith points out, however, the projected 2035 impacts to the intersections surrounding the Project site that are listed in the General Plan EIR are far less significant than those anticipated as a result of the Morgan Hill Technology Center in that project's DEIR.[98] Some of the relevant intersections, meanwhile, were not evaluated at all in the General Plan EIR. Impacts resulting from specific development of the Project site were clearly not evaluated in the General Plan EIR, necessitating further environmental review.[99]

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[97] SWAPE Comments, p. 9; See: "JEFFERSON UNION HIGH SCHOOL DISTRICT FACULTY & STAFF HOUSING PROJECT AIR QUALITY & GREENHOUSE GAS ASSESSMENT." City of Daly City, June 2019, *available at:* https://files.ceqanet.opr.ca.gov/257215-2/attachment/k-aC8VdC7LV3xz75yuUmtGiiExH-Y7HEPQ-dU-YIxuhNp95Dx9bK_TbVP3sWar00-Zx87dh7ji80vbRH0, p. 7; "TO 20-01 PAPÉ MACHINERY AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT." City of Fremont, February 2020, *available at:* "SOLAR4AMERICA ICE FACILITY EXPANSION AIR QUALITY AND GREENHOUSE GAS EMISSION ASSESSMENT." City of San Jose, September 2019, *available at*: https://www.fremont.gov/DocumentCenter/View/44974/4_Appendix-1_Air-Quality-GHG-Assessment, p. 18; and https://www.sanjoseca.gov/Home/ShowDocument?id=45200, p. 6.

[98] The General Plan EIR estimated that the intersection of Cochrane Road and DePaul Drive would operate at average delays per vehicle of 18.6 seconds and 19.8 seconds in the morning and evening peak periods, respectively. It found that the intersection of Cochrane Road and Mission View Drive would operate at average delays per vehicle of 20.2 seconds and 19.0 seconds in the morning and evening peaks. These values are characteristic of what the Morgan Hill Technology Center DEIR reports as *existing conditions*. It estimates significantly higher impacts to the intersections as a result of that larger project. General Plan EIR 4.14-43.

[99] Smith Comments, p. 4.



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Furthermore, Mr. Smith explains, the DEIR prepared for the Morgan Hill Technology Center project acknowledged that the General Plan EIR did not contemplate the development at issue in that project.[100] As one of its project alternatives, it compared potential project impacts with those estimated in the General Plan EIR buildout of the site. A Traffic Analysis concluded that, using the City's Travel Demand Forecasting Model and the General Plan's 20-year estimation for buildout of the site, VMT would increase significantly with development of the Technology Park project.[101] That project, the analysis determined, would result in nearly double the number of miles traveled.[102] The DEIR, however, attempted to cast doubt on the veracity of this conclusion by asserting that the development projections included in the General Plan EIR were "significantly lower" in intensity and "not reflective of the maximum allowed uses under the existing General Plan designations and zoning districts."[103] The DEIR acknowledges, therefore, that the Technology Park project and its specific development could not have been under consideration in the General Plan's environmental review. Likewise, the General Plan could not have contemplated this Project, as the larger Technology Center encompassed this Project's development.[104]

Mr. Smith examined the DEIR prepared for the larger project proposed at the site. The traffic analysis performed for that DEIR, he found, showed highly significant deteriorations at the intersections surrounding the project site, from LOS B or C to LOS F in one or the other of the peak hours:

- The intersection of Cochrane Road with DePaul Drive would deteriorate in the PM peak hour from 18.7 seconds average delay per vehicle and LOS B to 101 seconds per vehicle and LOS F.
- The intersection of Cochrane Road and Mission View Drive would deteriorate in the AM peak hour from 23.0 seconds average delay per vehicle and LOS C to 94.6 seconds per vehicle and LOS F.
- The intersection of Mission View Drive and Half Road would deteriorate from 22.6 seconds average delay per vehicle and LOS C in the PM peak hour to 136.9 seconds and LOS F.[105]

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[100] *Id.*
[101] Technology Park DEIR, p. 160; Technology Park DEIR Traffic Impact Analysis, Appendix H, p. 79.
[102] *Id.*
[103] Technology Park DEIR, p. 201; Smith Comments, p. 4.
[104] MHMC, Sustainable Building Regulations, § 17.32.040.
[105] Smith Comments, p. 3.



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He further explained: If one takes the trip generation for the RedwoodTech@101 Project as fairly calculated in the section above and assumes its share of responsibility for the delay increments disclosed in the Morgan Hill Technology Center Mixed-Use Project DEIR is proportional to the ratio of its trip generation to that of the whole Mixed-Use Project, then the following results are obtained:

- The RedwoodTech@101 Project would cause the intersection of Cochrane Road with DePaul Drive to deteriorate in the PM peak hour from 18.7 seconds average delay per vehicle and LOS B to approximately 63.55 seconds delay and LOS E in the PM peak.
- The intersection of Cochrane Road and Mission View Drive would deteriorate in the AM peak hour from 23.0 seconds average delay per vehicle and LOS C to approximately 78.99 seconds and LOS E in the AM peak.
- The intersection of Mission View Drive and Half Road would deteriorate from 22.6 seconds average delay per vehicle and LOS C in the PM peak hour to approximately 84.89 seconds and LOS F.[106]

"The fact that the revised and renamed Project," Mr. Smith stated, "could have effects on this scale should have been obvious to the City."[107] This is new information about significant transportation impacts that were not analyzed in the General Plan EIR because this specific development project was not before the City at the time the General Plan was approved. The City must prepare an EIR to disclose and mitigate these impacts.

### C. Noise

Noise expert Deborah Jue, in examining the DEIR prepared for the prior Technology Center Project, found that noise impacts were not properly identified, relying on incorrect distances between the noise sensitive land use and the project construction.[108] This error, she explained, may result in an inaccurate analysis of impacts for the Redwood 101 Project.

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[106] *Id.*
[107] *Id.*
[108] Jue Comments, p. 1: "Construction noise analyses can be done using the shortest distance between the noise sensitive land use and the work area for the project, or it can be done using the distance from the noise sensitive land use to the center, or possibly the centroid of the project. Given



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The prior analysis identified a significance threshold of 60 dBA hourly Leq for construction noise received at residential land use and 70 dBA hourly Leq received at commercial land use. Ambient noise in excess of these thresholds by at least 5 dBA for more than one year would constitute a significant temporary noise increase.[109]

Ms. Jue explained the measurements contained in the prior analysis:

> [O]nly a short-term noise measurement was made near the residential neighborhood on Tolusa Place (ST-1) measuring two short 10-minute periods ranging from 58 to 62 dBA Leq; given the location's distance from the main arterial and highway noise sources, it is expected that the ambient at the future residential project, which is being permitted concurrently, would be more similar to the noise measurement data collected at ST-2 near the medical facilities which yielded 64 dBA Leq. According to the prior analysis, construction noise which exceeds 60 dBA Leq and 63 dBA Leq over the course of a year would be significant at the Tolusa Place residents, and construction noise which exceeds 60 dBA Leq and 68 dBA Leq over the course of the year would be significant at the future residential project.[110]

Putting this one-year allowance into context, Ms. Jue pointed out that the Oakland Noise Ordinance limits long-term construction projects that last more than 10 days to 65 dBA at residential land use and 70 at commercial land use, regardless of the existing ambient conditions. From this perspective, Ms. Jue stated, "the one-year requirement to determine significance seems particularly lenient."[111]

Since the Project is being permitted concurrently with the residential component of the Technology Center project, residents could experience a full year or more of cumulative construction noise. The noise levels at the east residential neighborhood would exceed 60 dBA Leq and the existing environment of 58 dBA would be increased by 5 dBA or more for a period of a year or more.[112]

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that the extent of the prior project was so large (89 acres), using either of these distances would potentially over-estimate or under-estimate the actual impacts, respectively."

[109] Jue Comments, p. 1.

[110] Jue Comments, pp. 1–2.

[111] Jue Comments, p. 2.

[112] Jue Comments, p. 2



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The concurrent residential project would be slightly closer to existing noise sources such as Hwy 101, but still within 50 ft of the project construction. If completed prior to the commercial project, Ms. Jue explained, "some number of homes within the future residential project would be exposed to a significant noise impact as shown in Table 3. The noise levels would exceed 60 dBA Leq and the existing environment of 64 dBA would be increased by 5 dBA or more for a period of a year or more.[113]

***Table 1 Construction Noise Impacts from Commercial Buildings at Future Residential Project***

| **Construction Phase** | **Commercial Project Source to Future Residential** | |
|---|---|---|
| | **Distance to Center: 515 ft** | **Distance to nearest PL 50 ft** |
| Site Preparation | **64** | **84** |
| Grading | **65** | **85** |
| Trenching | 59 | **79** |
| Build Exterior | **63** | **83** |
| Build Interior | 55 | **75** |
| Paving | **63** | **83** |

CEQA impact analysis, Ms. Jue points out, is necessary to determine the best mitigation measures to address these temporary, substantial noise impacts. Such measures could include buffer distances and sound barriers. Adequate materials for such sound barriers, she explains, would include "temporary barriers using STC 20-25 blankets on a tubular steel frame or scaffolding or 3 PSF wood frame barriers (e.g., using ¾" thick plywood)."[114] The material, she said, should overlap or otherwise be constructed to avoid gaps of any size, and should be high enough to block the line of sight between the construction noise sources and the affected windows.[115] "The sound barrier has to interrupt the line of sight between the source(s) and the receiver(s) and the best placement to maximize the sound barrier benefit is close the source or close to the receiver."[116]

[113] Jue Comments, 3.
[114] Jue Comments, p. 3.
[115] *Id.*
[116] *Id.*



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Ms. Jue concluded that, because the noise analysis prepared for the prior project appears to contain some errors "which could lead one to conclude that construction activities for the proposed project and the future residential project could be less than significant."[117] This is new information about significant impacts that were not analyzed in the General Plan EIR because this specific development project was not before the City at the time the General Plan was approved. An EIR must be prepared to disclose and mitigate these impacts.

## VII. THE CITY CANNOT MAKE THE NECESSARY FINDINGS TO ISSUE A DESIGN PERMIT OR TENTATIVE MAP FOR THE PROJECT

Approval of the Project's Design Permit and Tentative Map requires factual findings, supported by substantial evidence, pursuant to the Morgan Hill Municipal Code and the State Subdivision Map Act that a proposed subdivision is consistent with the City's general plan and specific plans, and does not have any detrimental environmental or public health effects.[118]

The Staff Report claims that the Project is in compliance with the General Plan, Zoning Code and other City Codes as required by Section 17.50.030 of the Municipal Code, but nowhere does it make findings, or offer substantial evidence, that the Project will not have any detrimental environmental or public health effects.

As discussed in Section VI above, substantial evidence demonstrates that the Project is likely to have potentially significant impacts on air quality, public health, climate change, noise, and traffic. Silicon Valley Residents' experts have provided ample evidence demonstrating the Project's significant impacts, including:

- Emissions of VOCs and TACs from Project construction and operation will be significant.
- DPM emissions from construction and operation
- The cancer risk from the Project to nearby receptors would be 42 in one million over 30 years, exceeding the BAAQMD threshold of 10 in one million.[119]

[117] Jue Comments, p. 4.
[118] Gov Code §§66473.5, 66474; MHMC 18.108.040(A).
[119] SWAPE Comments, p. 8.



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- Traffic and transportation in the Project vicinity could be significantly impacted by Project construction and operation.
- Nearby residents could experience significant impacts from noise for a year or more.

These effects have not been disclosed or analyzed by the City, which continues to claim that the General Plan EIR is sufficient to address any potential impacts, despite that document's repeated claim that it did not analyze any project-specific impacts. As a result, the Project fails to comply with mandatory Map Act requirements. The City, therefore, cannot make the requisite findings pursuant to Government Code Sections 66473.5 and 66474 and must deny the Project's Design Permit and Tentative Map.

## VIII. CONCLUSION

The City has improperly tried to rely on the 2035 General Plan EIR as a program EIR with analysis sufficient to satisfy CEQA. That EIR, however, was never meant to serve as a review document for specific projects. Many of the impacts likely to result from the Project will be significantly more severe than what was evaluated in the General Plan EIR, while others were never analyzed at all.

Furthermore, the Design Review Permit and Vesting Tentative Map required for the Project cannot be issued. As supported by substantial evidence above and in expert comment letters attached herein, the Project will result in significant and unmitigated impacts that are not disclosed or analyzed by the General Plan EIR. Without further mitigation measures to reduce the Project's significant impacts, the City cannot find that it is not detrimental to public health, safety, or welfare, and thus cannot approve the permits necessary for the Project to move forward.

Sincerely,

Kendra Hartmann

KDH:acp
Attachments

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# ATTACHMENT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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May 24, 2021

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**Subject: Comments on the De Paul – TC Morgan Hill Venture (Redwood Tech at 101) Project**

Dear Ms. Hartmann,

We have reviewed the February 2021 Completeness Comment Letter ("Completeness Letter") for the De Paul – TC Morgan Hill Venture (Redwood Tech at 101) ("Project") located in the City of Morgan Hill ("City"). The Project proposes to construct five buildings consisting of 501,314-SF of flexible industrial/commercial space and 854 parking spaces on the 28.96-acre site.

Our review concludes that the Completeness Letter fails to adequately evaluate the Project's air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An analysis should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the surrounding environment.

# Air Quality & Greenhouse Gas

## Failure to Evaluate Potential Environmental Impacts

Regarding the Project's completeness of application, the Completeness Letter states:

> "Pursuant to the Permit Streamlining Act (Government Code Chapter 4.5 of Title 7), your application is complete" (p. 1).

Furthermore, regarding the Project's environmental impacts, the Completeness Letter states:

> "Your application is consistent with the existing zoning and General Plan designation of the site. In addition, Environmental Review is not required for Design Review or Tentative Parcel Map

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applications; therefore, Environmental Review is not required for the resubmitted project" (p. 3).

As demonstrated above, the Completeness Letter concludes that the Project does not require environmental review. However, this conclusion is unsubstantiated. According to the Permit Streamlining Act:

> (a) The information compiled pursuant to Section 65940 shall also indicate the criteria which the agency will apply in order to determine the completeness of any application submitted to it for a development project.
>
> (b) If a public agency is a lead or responsible agency for purposes of the California Environmental Quality Act, Division 13 (commencing with Section 21000) of the Public Resources Code, that criteria shall not require the applicant to submit the informational equivalent of an environmental impact report as part of a complete application, or to otherwise require proof of compliance with that act as a prerequisite to a permit application being deemed complete. However, that criteria *may require sufficient information to permit the agency to make the determination required by Section 21080.1 of the Public Resources Code* (emphasis added).[1]

Section 21080.1 of the Public Resources Code states:

> "The lead agency shall be responsible for determining whether an environmental impact report, a negative declaration, or a mitigated negative declaration shall be required for any project which is subject to this division."[2]

As demonstrated in the excerpts above, the criteria required to determine the completeness of an application does not require the applicant to submit information equivalent to an environmental impact report pursuant to CEQA. *However*, sufficient information is necessary for a lead agency to determine whether an environmental impact report, a negative declaration, or a mitigated negative declaration is required for the project. Thus, as the Completeness Letter concludes that the Project does not require environmental review, sufficient information regarding the Project's potential environmental impacts is not available, and the agency is unable to make an informed determination, as required by Section 21080.1 of the Public Resources Code.

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[1] "TITLE 7. Planning and Land Use, DIVISION 1. Planning and Zoning, CHAPTER 4.5. Review and Approval of Development Projects, ARTICLE 3. Applications for Development Projects." California Legislative Information, *available at:* https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=1.&title=7.&part=&chapter=4.5.&article=3.

[2] "PUBLIC RESOURCES CODE DIVISION 13 ENVIRONMENTAL QUALITY CHAPTER 2.6 General." California Legislative Information, *available at:* https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21080.1.



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As such, we recommend that the Project not be approved until the preparation of an adequate environmental analysis evaluates the potential air quality, health risk, and greenhouse gas impacts the Project may have on the surrounding environment.

## Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to estimate the Project's construction-related and operational emissions, we utilized CalEEMod.2016.3.2, as well as the Project-specific information provided by the Completeness Letter.[3] CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. In our model, we included 501,314-SF of "General Light Industry" and 854 spaces of "Parking Lot." We assumed that the Project would be located within Climate Zone 3[4] and the Project's utilities would be provided by the Pacific Gas and Electric Company.[5] All other values were left as default.

Our updated analysis estimates that the Project's construction-related VOC emissions exceed the applicable BAAQMD threshold of 54 pounds per day ("lbs/day") (see table below).[6]

### Maximum Daily Construction-Related Emissions:

| Model | ROG |
|---|---|
| SWAPE Construction | 268.96 |
| **BAAQMD Threshold (lbs/day)** | **137** |
| ***Threshold Exceeded?*** | ***Yes*** |

As you can see in the excerpt above, the Project's construction-related VOC emissions, as estimated by SWAPE, exceed the applicable BAAQMD significance threshold. Thus, our model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the Completeness Letter. As a result, an EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

## Diesel Particulate Matter Health Risk Emissions Inadequately Evaluated

As previously stated, the Completeness Letter concludes the Project does not require environmental review. However, the Completeness Letter fails to provide sufficient information regarding the Project's potential health risk impacts. We recommend the Project conduct a quantified construction and operational health risk analysis ("HRA") for the following three reasons.

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[3] CAPCOA (November 2017) CalEEMod User's Guide, http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4.

[4] "Appendix F Climate Zones Lookup." CAPCOA, September 2016, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/upgrades/2016.3/07_appendix-f2016-3-1.pdf?sfvrsn=2, p. F-17.

[5] "Electric Service Area Maps." Pacific Gas and Electric Company, November 2014, *available at*: https://www.pge.com/tariffs/assets/pdf/tariffbook/ELEC_MAPS_Service%20Area%20Map.pdf, pp. 2.

[6] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 2-2, Table 2-1.



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First, construction of the proposed Project will produce emissions of diesel particulate matter ("DPM") through the exhaust stacks of construction equipment throughout its construction period. Furthermore, the proposed land uses will generate daily vehicle trips, which will generate additional exhaust emissions and continue to expose nearby sensitive receptors to DPM emissions. However, the Completeness Letter fails to make a reasonable effort to connect the Project's construction-related and operational toxic air contaminant ("TAC") emissions to the potential health risks posed to nearby receptors. As a result, the Project fails to provide sufficient information regarding the Project's potential health risk impacts.

Second, the Office of Environmental Health Hazard Assessment ("OEHHA"), the organization responsible for providing guidance on conducting HRAs in California, released its most recent *Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments* in February 2015.[7] This guidance document describes the types of projects that warrant the preparation of an HRA. The OEHHA document recommends that all short-term projects lasting at least two months be evaluated for cancer risks to nearby sensitive receptors.[8] As Project construction would last approximately 13 months, the anticipated construction duration would exceed the 2-month recommendation set forth by OEHHA, thus meeting the threshold warranting a quantified HRA under OEHHA guidance (Project Description, p. 3).

Furthermore, the OEHHA document recommends that exposure from projects lasting more than 6 months be evaluated for the duration of the project and recommends that an exposure duration of 30 years be used to estimate individual cancer risk for the maximally exposed individual resident ("MEIR").[9] Even though we were not provided with the expected lifetime of the Project, we can reasonably assume that the Project will operate for at least 30 years, if not more. Therefore, we recommend that health risk impacts from Project operation also be evaluated, as a 30-year exposure duration vastly exceeds the 6-month recommendation set forth by OEHHA. These recommendations reflect the most recent state health risk policies, and as such, we recommend the Project not be approved until an adequate analysis of the health risk impacts posed to nearby sensitive receptors from Project construction and operation is prepared.

Third, the Project fails to compare the excess health risk impact to the applicable BAAQMD numeric threshold of 10 in one million.[10] Thus, an analysis of the health risk posed to nearby, existing receptors from Project construction and operation should be conducted.

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[7] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/hotspots2015.html

[8] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-18

[9] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf, p. 8-6, 8-15

[10] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 2-2, Table 2-1.



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## Screening-Level Analysis Demonstrates Significant Impacts

In order to conduct our screening-level risk assessment we relied upon AERSCREEN, which is a screening level air quality dispersion model.[11] The model replaced SCREEN3, and AERSCREEN is included in the OEHHA[12] and the California Air Pollution Control Officers Associated ("CAPCOA")[13] guidance as the appropriate air dispersion model for Level 2 health risk screening assessments ("HRSAs"). A Level 2 HRSA utilizes a limited amount of site-specific information to generate maximum reasonable downwind concentrations of air contaminants to which nearby sensitive receptors may be exposed. If an unacceptable air quality hazard is determined to be possible using AERSCREEN, a more refined modeling approach is required prior to approval of the Project.

We prepared a preliminary HRA of the Project's construction and operational health-related impact to residential sensitive receptors using the annual $PM_{10}$ exhaust estimates from SWAPE's air model. Consistent with recommendations set forth by OEHHA, we assumed residential exposure begins during the third trimester stage of life. SWAPE's CalEEMod output files indicate that construction activities will generate approximately 299 pounds of DPM over the CalEEMod default 559-day construction period. The AERSCREEN model relies on a continuous average emission rate to simulate maximum downward concentrations from point, area, and volume emission sources. To account for the variability in equipment usage and truck trips over Project construction, we calculated an average DPM emission rate by the following equation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{298.6\ lbs}{559\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.0028\ g/s}$$

Using this equation, we estimated a construction emission rate of 0.0028 grams per second ("g/s"). Subtracting the 559-day construction period from the total residential duration of 30 years, we assumed that after Project construction, the sensitive receptor would be exposed to the Project's operational DPM for an additional 28.47 years, approximately. SWAPE's CalEEMod output indicate that operational activities will generate approximately 123 pounds of DPM per year throughout operation. Applying the same equation used to estimate the construction DPM rate, we estimated the following emission rate for Project operation:

$$Emission\ Rate\ \left(\frac{grams}{second}\right) = \frac{123.4\ lbs}{365\ days} \times \frac{453.6\ grams}{lbs} \times \frac{1\ day}{24\ hours} \times \frac{1\ hour}{3{,}600\ seconds} = \mathbf{0.00177\ g/s}$$

Using this equation, we estimated an operational emission rate of 0.00177 g/s. Construction and operational activity was simulated as a 29-acre rectangular area source in AERSCREEN with dimensions of 500 by 235 meters. A release height of three meters was selected to represent the height of exhaust stacks on operational equipment and other heavy-duty vehicles, and an initial vertical dimension of one-

[11] U.S. EPA (April 2011) AERSCREEN Released as the EPA Recommended Screening Model, http://www.epa.gov/ttn/scram/guidance/clarification/20110411_AERSCREEN_Release_Memo.pdf
[12] OEHHA (February 2015) Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments, https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.
[13] CAPCOA (July 2009) Health Risk Assessments for Proposed Land Use Projects, http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf.



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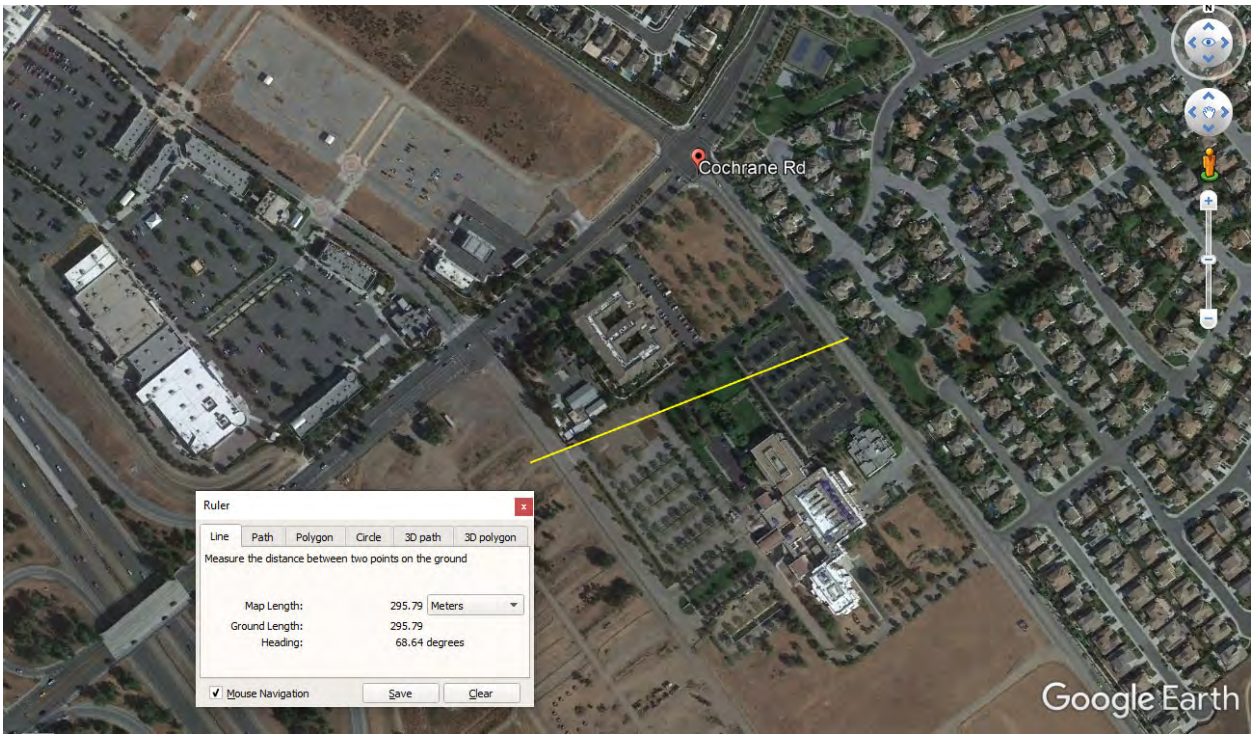
and-a-half meters was used to simulate instantaneous plume dispersion upon release. An urban meteorological setting was selected with model-default inputs for wind speed and direction distribution.

The AERSCREEN model generates maximum reasonable estimates of single-hour DPM concentrations from the Project site. EPA guidance suggests that in screening procedures, the annualized average concentration of an air pollutant be estimated by multiplying the single-hour concentration by 10%.[14] Google Earth demonstrates that the closest sensitive receptors are located approximately 300 meters from the Project site (see excerpt below).




Thus, the single-hour concentration estimated by AERSCREEN for Project construction is approximately 0.934 µg/m$^3$ DPM at approximately 300 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.0934 µg/m$^3$ for Project construction at the MEIR. For Project operation, the single-hour concentration estimated by AERSCREEN is 0.5913 µg/m$^3$ DPM at approximately 300 meters downwind. Multiplying this single-hour concentration by 10%, we get an annualized average concentration of 0.05913 µg/m$^3$ for Project operation at the MEIR.

We calculated the excess cancer risk to the MEIR using applicable HRA methodologies prescribed by OEHHA. Consistent with the default CalEEMod construction schedule, the annualized average concentration for construction was used for the entire third trimester of pregnancy (0.25 years) and the first 1.28 years of the infantile stage of life (0 – 2 years). The annualized averaged concentration for

[14] "Screening Procedures for Estimating the Air Quality Impact of Stationary Sources Revised." EPA, 1992, *available at*: http://www.epa.gov/ttn/scram/guidance/guide/EPA-454R-92-019_OCR.pdf; *see also* "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf p. 4-36.



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operation was used for the remainder of the 30-year exposure period, which makes up the remainder of the infantile stage of life, and the entire child and adult stages of life (2 – 16 years) and (16 – 30 years), respectively.

Consistent with OEHHA, as recommended by SCAQMD, BAAQMD, and SJVAPCD guidance, we used Age Sensitivity Factors ("ASFs") to account for the heightened susceptibility of young children to the carcinogenic toxicity of air pollution.[15, 16, 17, 18] According to this guidance, the quantified cancer risk should be multiplied by a factor of ten during the third trimester of pregnancy and during the first two years of life (infant) as well as multiplied by a factor of three during the child stage of life (2 – 16 years). Furthermore, in accordance with the guidance set forth by OEHHA, we used the 95$^{th}$ percentile breathing rates for infants.[19] Finally, according to BAAQMD guidance, we used a Fraction of Time At Home ("FAH") value of 0.85 for the 3$^{rd}$ trimester and infant receptors, 0.72 for child receptors, and 0.73 for the adult receptors.[20] We used a cancer potency factor of 1.1 (mg/kg-day)$^{-1}$ and an averaging time of 25,550 days. The results of our calculations are shown below.

[15] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf.

[16] "Draft Environmental Impact Report (DEIR) for the Proposed The Exchange (SCH No. 2018071058)." SCAQMD, March 2019, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2019/march/RVC190115-03.pdf?sfvrsn=8, p. 4.

[17] "California Environmental Quality Act Air Quality Guidelines." BAAQMD, May 2017, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, p. 56; see also "Recommended Methods for Screening and Modeling Local Risks and Hazards." BAAQMD, May 2011, *available at:* http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, p. 65, 86.

[18] "Update to District's Risk Management Policy to Address OEHHA's Revised Risk Assessment Guidance Document." SJVAPCD, May 2015, *available at:* https://www.valleyair.org/busind/pto/staff-report-5-28-15.pdf, p. 8, 20, 24.

[19] "Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics 'Hot Spots' Information and Assessment Act," June 5, 2015, *available at:* http://www.aqmd.gov/docs/default-source/planning/risk-assessment/ab2588-risk-assessment-guidelines.pdf?sfvrsn=6, p. 19.
"Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf

[20] "Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines." BAAQMD, January 2016, *available at:* http://www.baaqmd.gov/~/media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016-pdf.pdf?la=en



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**The Closest Exposed Individual at an Existing Residential Receptor**

| Activity | Duration (years) | Concentration (ug/m3) | Breathing Rate (L/kg-day) | Cancer Risk without ASFs* | ASF | Cancer Risk with ASFs* |
|---|---|---|---|---|---|---|
| Construction | 0.25 | 0.0934 | 361 | 1.1E-07 | 10 | 1.1E-06 |
| ***3rd Trimester Duration*** | ***0.25*** | | | ***1.1E-07*** | ***3rd Trimester Exposure*** | ***1.1E-06*** |
| Construction | 1.28 | 0.0934 | 1090 | 1.7E-06 | 10 | 1.7E-05 |
| Operation | 0.72 | 0.05913 | 1090 | 7.0E-07 | 10 | 5.9E-06 |
| ***Infant Exposure Duration*** | ***2.00*** | | | ***2.4E-06*** | ***Infant Exposure*** | ***2.3E-05*** |
| Operation | 14.00 | 0.05913 | 572 | 5.1E-06 | 3 | 1.5E-05 |
| ***Child Exposure Duration*** | ***14.00*** | | | ***5.1E-06*** | ***Child Exposure*** | ***1.5E-05*** |
| Operation | 14.00 | 0.05913 | 261 | 2.4E-06 | 1 | 2.4E-06 |
| ***Adult Exposure Duration*** | ***14.00*** | | | ***2.4E-06*** | ***Adult Exposure*** | ***2.4E-06*** |
| **Lifetime Exposure Duration** | **30.00** | | | **1.0E-05** | **Lifetime Exposure** | **4.2E-05** |

* We, along with CARB and BAAQMD, recommend using the more updated and health protective 2015 OEHHA guidance, which includes ASFs.

As demonstrated in the table above, the excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 300 meters away, over the course of Project construction and operation, utilizing ASFs, are approximately 2.4, 15, 23, and 1.1 in one million, respectively. We estimate an excess cancer risk of approximately 42 in one million over the course of a residential lifetime (30 years), utilizing ASFs. The infant, child, and lifetime cancer risks exceed the BAAQMD threshold of 10 in one million, thus resulting in a potentially significant impact.

Utilizing ASFs is the most conservative, health-protective analysis according to the most recent guidance by OEHHA and reflects recommendations from the air district. Results without ASFs are presented in the table above, although we **do not** recommend utilizing these values for health risk analysis. Regardless, the estimated excess cancer risk to adults, children, infants, and during the 3rd trimester of pregnancy at the MEIR located approximately 300 meters away, over the course of Project construction and operation, without ASFs, are approximately 2.4, 5.1, 2.4, and 0.11 in one million, respectively. The estimated excess cancer risk over the course of a residential lifetime (30 years), without ASFs, is approximately 10 in one million.

An agency must include an analysis of health risks that connects the Project's air emissions with the health risk posed by those emissions. Our analysis represents a screening-level HRA, which is known to



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be conservative and tends to err on the side of health protection.[21] The purpose of the screening-level construction and operational HRA shown above is to demonstrate the link between the proposed Project's emissions and the potential health risk. Our screening-level HRA demonstrates that construction and operation of the Project could result in a potentially significant health risk impact, when correct exposure assumptions and up-to-date, applicable guidance are used. Thus, the City should prepare a quantified air pollution model as well as a quantified refined HRA that adequately and accurately evaluates health risk impacts associated with both Project construction and operation.

## Screening-Level Assessment Indicates Significant Greenhouse Gas Impacts

As discussed above, the Completeness Letter concludes the Project does not require environmental review. As a result, the Completeness Letter fails to provide sufficient information regarding the Project's potential greenhouse gas ("GHG") impacts. However, as discussed above, the Project would result in potentially significant air quality and health risk impacts. Thus, we recommend that a full environmental analysis, including estimated GHG emissions, be prepared for the Project, prior to approval.

In an effort to evaluate the Project's GHG impacts, we conducted an analysis of the Project's GHG emissions utilizing SWAPE's CalEEMod model, as previously described. To evaluate the Project's estimated GHG emissions, we recommend the use of the widely used 2030 "Substantial Progress" threshold of 660 metric tons of carbon dioxide equivalents per year ("MT $CO_2$e/year").[22] The CalEEMod output files, modeled by SWAPE with Project-specific information, disclose the Project's mitigated emissions, which include approximately 1,389 MT $CO_2$e of total construction emissions (sum of 2021 and 2022 emissions) and approximately 5,250 MT $CO_2$e/year of annual operational emissions (sum of area, energy, mobile, waste, and water-related emissions). When we compare the Project's net annual GHG emissions of 853 MT $CO_2$e/year to the 2030 "Substantial Progress" threshold of 660 MT $CO_2$e/year, we find a potentially significant GHG impact (see table below).[23]

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[21] "Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments." OEHHA, February 2015, *available at:* https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf, p. 1-5

[22] See: "JEFFERSON UNION HIGH SCHOOL DISTRICT FACULTY & STAFF HOUSING PROJECT AIR QUALITY & GREENHOUSE GAS ASSESSMENT." City of Daly City, June 2019, *available at:* https://files.ceqanet.opr.ca.gov/257215-2/attachment/k-aC8VdC7LV3xz75yuUmtGiiExH-Y7HEPQ-dU-YIxuhNp95Dx9bK_TbVP3sWar00-Zx87dh7ji80vbRH0, p. 7; "TO 20-01 PAPÉ MACHINERY AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT." City of Fremont, February 2020, *available at: "*SOLAR4AMERICA ICE FACILITY EXPANSION AIR QUALITY AND GREENHOUSE GAS EMISSION ASSESSMENT." City of San Jose, September 2019, *available at*: https://www.fremont.gov/DocumentCenter/View/44974/4_Appendix-1_Air-Quality-GHG-Assessment, p. 18; and https://www.sanjoseca.gov/Home/ShowDocument?id=45200, p. 6.

[23] See: "JEFFERSON UNION HIGH SCHOOL DISTRICT FACULTY & STAFF HOUSING PROJECT AIR QUALITY & GREENHOUSE GAS ASSESSMENT." City of Daly City, June 2019, *available at:* https://files.ceqanet.opr.ca.gov/257215-2/attachment/k-aC8VdC7LV3xz75yuUmtGiiExH-Y7HEPQ-dU-YIxuhNp95Dx9bK_TbVP3sWar00-Zx87dh7ji80vbRH0, p. 7; "TO 20-01 PAPÉ MACHINERY AIR QUALITY & GREENHOUSE GAS EMISSIONS ASSESSMENT." City of Fremont, February 2020, *available at: "*SOLAR4AMERICA ICE FACILITY EXPANSION AIR QUALITY AND GREENHOUSE GAS EMISSION ASSESSMENT." City of San Jose, September 2019, *available at*: https://www.fremont.gov/DocumentCenter/View/44974/4_Appendix-1_Air-Quality-GHG-Assessment, p. 18; and https://www.sanjoseca.gov/Home/ShowDocument?id=45200, p. 6.



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| SWAPE Greenhouse Gas Emissions | |
|---|---|
| **Project Phase** | **Proposed Project (MT $CO_2e$/year)** |
| Construction (amortized over 30 years) | 46.29 |
| Area | 0.03 |
| Energy | 1,887.88 |
| Mobile | 2,708.28 |
| Waste | 312.61 |
| Water | 341.00 |
| **Net Annual GHG Emissions** | **5,296** |
| Threshold | 660 |
| ***Exceed?*** | ***Yes*** |

As the table above demonstrates, the Project's net annual GHG emissions, as estimated by SWAPE, exceed the 2030 "Substantial Progress" bright-line threshold, thus demonstrating a potentially significant impact. Therefore, since our screening-level quantitative GHG analysis indicates a potentially significant impact, the City should prepare a Project-specific environmental analysis in order to further evaluate the Project's GHG impacts.

## Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality, health risk, and GHG impacts that should be mitigated further. In an effort to reduce the Project's emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in the Department of Justice Warehouse Project Best Practices document.[24] Therefore, to reduce the Project's emissions, consideration of the following measures should be made:

- Requiring off-road construction equipment to be zero-emission, where available, and all diesel-fueled off-road construction equipment, to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Requiring on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled.
- Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- Limiting the amount of daily grading disturbance area.

[24] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice.



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- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than two minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.
- Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.
- Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation. An adequate environmental review should be prepared to include all feasible mitigation measures, as well as include an updated air quality, health risk, and GHG analysis to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds.

## Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of



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care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

Matt Hagemann, P.G., C.Hg.

Paul E. Rosenfeld, Ph.D.

| | |
|---|---|
| Attachment A: | SWAPE Health Risk Calculations |
| Attachment B: | SWAPE Project CalEEMod Modeling |
| Attachment C | SWAPE Project AERSCREEN Modeling |
| Attachment D: | Paul Rosenfeld CV |
| Attachment E: | Matt Hagemann CV |



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| Construction | |
|---|---|
| **2021** | |
| Annual Emissions (tons/year) | 0.1069 |
| Daily Emissions (lbs/day) | 0.585753425 |
| Construction Duration (days) | 226 |
| Total DPM (lbs) | 132.380274 |
| Total DPM (g) | 60047.69227 |
| Start Date | 5/20/2021 |
| End Date | 1/1/2022 |
| Construction Days | 226 |
| **2022** | |
| Annual Emissions (tons/year) | 0.0911 |
| Daily Emissions (lbs/day) | 0.499178082 |
| Construction Duration (days) | 333 |
| Total DPM (lbs) | 166.2263014 |
| Total DPM (g) | 75400.2503 |
| Start Date | 1/1/2022 |
| End Date | 11/30/2022 |
| Construction Days | 333 |

| Total | |
|---|---|
| Total DPM (lbs) | 298.6065753 |
| Total DPM (g) | 135447.9426 |
| Total Construction Days | 559 |
| Emission Rate (g/s) | 0.00280 |
| Release Height (meters) | 3 |
| Initial Vertical Dimension (meters) | 1.5 |
| Max Horizontal (meters) | 500.0 |
| Min Horizontal (meters) | 235.0 |
| Total Acreage | 29 |
| Setting | Urban |
| Population | 44,686 |
| Start Date | 5/20/2021 |
| End Date | 11/30/2022 |
| Total Construction Days | 559 |
| Total Years of Operation | 28.47 |

| Operation | |
|---|---|
| **Emission Rate** | |
| Annual Emissions (tons/year) | 0.0617 |
| Daily Emissions (lbs/day) | 0.338082192 |
| Emission Rate (g/s) | 0.00177 |
| Release Height (meters) | 3 |
| Initial Vertical Dimension (meters) | 1.5 |
| Max Horizontal (meters) | 500.0 |
| Min Horizontal (meters) | 235.0 |
| Total Acreage | 29 |
| Setting | Urban |
| Population | 44,686 |
| Total Pounds of DPM | |
| Total DPM (lbs) | 123.4 |

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**The Closest Exposed Individual at an Existing Residential Receptor**

| Activity | Duration (years) | Concentration (ug/m3) | Breathing Rate (L/kg-day) | Cancer Risk without ASFs* | ASF | Cancer Risk with ASFs* |
|---|---|---|---|---|---|---|
| Construction | 0.25 | 0.0934 | 361 | 1.1E-07 | 10 | 1.1E-06 |
| ***3rd Trimester Duration*** | ***0.25*** | | | ***1.1E-07*** | ***3rd Trimester Exposure*** | ***1.1E-06*** |
| Construction | 1.28 | 0.0934 | 1090 | 1.7E-06 | 10 | 1.7E-05 |
| Operation | 0.72 | 0.05913 | 1090 | 7.0E-07 | 10 | 5.9E-06 |
| ***Infant Exposure Duration*** | ***2.00*** | | | ***2.4E-06*** | ***Infant Exposure*** | ***2.3E-05*** |
| Operation | 14.00 | 0.05913 | 572 | 5.1E-06 | 3 | 1.5E-05 |
| ***Child Exposure Duration*** | ***14.00*** | | | ***5.1E-06*** | ***Child Exposure*** | ***1.5E-05*** |
| Operation | 14.00 | 0.05913 | 261 | 2.4E-06 | 1 | 2.4E-06 |
| ***Adult Exposure Duration*** | ***14.00*** | | | ***2.4E-06*** | ***Adult Exposure*** | ***2.4E-06*** |
| **Lifetime Exposure Duration** | **30.00** | | | **1.0E-05** | **Lifetime Exposure** | **4.2E-05** |

* We, along with CARB and BAAQMD, recommend using the more updated and health protective 2015 OEHHA guidance, which includes ASFs.

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# Redwood Tech at 101

**Santa Clara County, Annual**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 501.31 | 1000sqft | 11.51 | 501,314.00 | 0 |
| Parking Lot | 854.00 | Space | 7.69 | 341,600.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 3 | | | **Operational Year** | 2023 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 641.35 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - Consistent with information provided by the Completeness Letter.

Land Use - Consistent with information provided in the Completeness Letter.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

## 2.0 Emissions Summary

## 2.1 Overall Construction

### Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.2911 | 2.8648 | 2.2478 | 6.1300e-003 | 0.4142 | 0.1069 | 0.5211 | 0.1562 | 0.0996 | 0.2558 | 0.0000 | 554.9784 | 554.9784 | 0.0806 | 0.0000 | 556.9943 |
| 2022 | 3.0222 | 3.0671 | 2.8908 | 9.0900e-003 | 0.3747 | 0.0911 | 0.4657 | 0.1017 | 0.0856 | 0.1873 | 0.0000 | 829.6642 | 829.6642 | 0.0811 | 0.0000 | 831.6926 |
| **Maximum** | **3.0222** | **3.0671** | **2.8908** | **9.0900e-003** | **0.4142** | **0.1069** | **0.5211** | **0.1562** | **0.0996** | **0.2558** | **0.0000** | **829.6642** | **829.6642** | **0.0811** | **0.0000** | **831.6926** |

### Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2021 | 0.2911 | 2.8648 | 2.2478 | 6.1300e-003 | 0.4142 | 0.1069 | 0.5211 | 0.1562 | 0.0996 | 0.2558 | 0.0000 | 554.9781 | 554.9781 | 0.0806 | 0.0000 | 556.9940 |
| 2022 | 3.0222 | 3.0671 | 2.8908 | 9.0900e-003 | 0.3747 | 0.0911 | 0.4657 | 0.1017 | 0.0856 | 0.1873 | 0.0000 | 829.6639 | 829.6639 | 0.0811 | 0.0000 | 831.6923 |
| **Maximum** | **3.0222** | **3.0671** | **2.8908** | **9.0900e-003** | **0.4142** | **0.1069** | **0.5211** | **0.1562** | **0.0996** | **0.2558** | **0.0000** | **829.6639** | **829.6639** | **0.0811** | **0.0000** | **831.6923** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---|---|---|---|---|
| 1 | 5-20-2021 | 8-19-2021 | 1.4314 | 1.4314 |
| 2 | 8-20-2021 | 11-19-2021 | 1.1770 | 1.1770 |
| 3 | 11-20-2021 | 2-19-2022 | 1.1293 | 1.1293 |
| 4 | 2-20-2022 | 5-19-2022 | 1.0433 | 1.0433 |
| 5 | 5-20-2022 | 8-19-2022 | 1.0735 | 1.0735 |
| 6 | 8-20-2022 | 9-30-2022 | 0.4901 | 0.4901 |
| | | Highest | 1.4314 | 1.4314 |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 2.2497 | 1.1000e-004 | 0.0125 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0242 | 0.0242 | 6.0000e-005 | 0.0000 | 0.0258 |
| Energy | 0.0564 | 0.5129 | 0.4308 | 3.0800e-003 | | 0.0390 | 0.0390 | | 0.0390 | 0.0390 | 0.0000 | 1,879.3872 | 1,879.3872 | 0.0704 | 0.0226 | 1,887.8813 |
| Mobile | 0.6115 | 2.3941 | 7.8934 | 0.0295 | 2.8650 | 0.0226 | 2.8876 | 0.7669 | 0.0211 | 0.7880 | 0.0000 | 2,706.2044 | 2,706.2044 | 0.0830 | 0.0000 | 2,708.2799 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 126.1832 | 0.0000 | 126.1832 | 7.4572 | 0.0000 | 312.6136 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 36.7786 | 182.4847 | 219.2633 | 3.7858 | 0.0909 | 340.9964 |
| **Total** | **2.9176** | **2.9071** | **8.3366** | **0.0326** | **2.8650** | **0.0617** | **2.9266** | **0.7669** | **0.0601** | **0.8270** | **162.9618** | **4,768.1006** | **4,931.0624** | **11.3965** | **0.1135** | **5,249.7970** |

## 2.2 Overall Operational

**Mitigated Operational**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 2.2497 | 1.1000e-004 | 0.0125 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0242 | 0.0242 | 6.0000e-005 | 0.0000 | 0.0258 |
| Energy | 0.0564 | 0.5129 | 0.4308 | 3.0800e-003 | | 0.0390 | 0.0390 | | 0.0390 | 0.0390 | 0.0000 | 1,879.3872 | 1,879.3872 | 0.0704 | 0.0226 | 1,887.8813 |
| Mobile | 0.6115 | 2.3941 | 7.8934 | 0.0295 | 2.8650 | 0.0226 | 2.8876 | 0.7669 | 0.0211 | 0.7880 | 0.0000 | 2,706.2044 | 2,706.2044 | 0.0830 | 0.0000 | 2,708.2799 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 126.1832 | 0.0000 | 126.1832 | 7.4572 | 0.0000 | 312.6136 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 36.7786 | 182.4847 | 219.2633 | 3.7858 | 0.0909 | 340.9964 |
| **Total** | **2.9176** | **2.9071** | **8.3366** | **0.0326** | **2.8650** | **0.0617** | **2.9266** | **0.7669** | **0.0601** | **0.8270** | **162.9618** | **4,768.1006** | **4,931.0624** | **11.3965** | **0.1135** | **5,249.7970** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 5/20/2021 | 6/16/2021 | 5 | 20 | |
| 2 | Site Preparation | Site Preparation | 6/17/2021 | 6/30/2021 | 5 | 10 | |
| 3 | Grading | Grading | 7/1/2021 | 8/11/2021 | 5 | 30 | |
| 4 | Building Construction | Building Construction | 8/12/2021 | 10/5/2022 | 5 | 300 | |
| 5 | Paving | Paving | 10/6/2022 | 11/2/2022 | 5 | 20 | |
| 6 | Architectural Coating | Architectural Coating | 11/3/2022 | 11/30/2022 | 5 | 20 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 7.69**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 751,971; Non-Residential Outdoor: 250,657; Striped Parking Area: 20,496 (Architectural Coating – sqft)**

**<u>OffRoad Equipment</u>**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 354.00 | 138.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 71.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0317 | 0.3144 | 0.2157 | 3.9000e-004 | | 0.0155 | 0.0155 | | 0.0144 | 0.0144 | 0.0000 | 34.0008 | 34.0008 | 9.5700e-003 | 0.0000 | 34.2400 |
| **Total** | **0.0317** | **0.3144** | **0.2157** | **3.9000e-004** | | **0.0155** | **0.0155** | | **0.0144** | **0.0144** | **0.0000** | **34.0008** | **34.0008** | **9.5700e-003** | **0.0000** | **34.2400** |

## 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.6000e-004 | 3.2000e-004 | 3.4300e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9848 | 0.9848 | 2.0000e-005 | 0.0000 | 0.9854 |
| **Total** | **4.6000e-004** | **3.2000e-004** | **3.4300e-003** | **1.0000e-005** | **1.1900e-003** | **1.0000e-005** | **1.2000e-003** | **3.2000e-004** | **1.0000e-005** | **3.2000e-004** | **0.0000** | **0.9848** | **0.9848** | **2.0000e-005** | **0.0000** | **0.9854** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0317 | 0.3144 | 0.2157 | 3.9000e-004 | | 0.0155 | 0.0155 | | 0.0144 | 0.0144 | 0.0000 | 34.0007 | 34.0007 | 9.5700e-003 | 0.0000 | 34.2400 |
| **Total** | **0.0317** | **0.3144** | **0.2157** | **3.9000e-004** | | **0.0155** | **0.0155** | | **0.0144** | **0.0144** | **0.0000** | **34.0007** | **34.0007** | **9.5700e-003** | **0.0000** | **34.2400** |

## 3.2 Demolition - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.6000e-004 | 3.2000e-004 | 3.4300e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9848 | 0.9848 | 2.0000e-005 | 0.0000 | 0.9854 |
| **Total** | **4.6000e-004** | **3.2000e-004** | **3.4300e-003** | **1.0000e-005** | **1.1900e-003** | **1.0000e-005** | **1.2000e-003** | **3.2000e-004** | **1.0000e-005** | **3.2000e-004** | **0.0000** | **0.9848** | **0.9848** | **2.0000e-005** | **0.0000** | **0.9854** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0194 | 0.2025 | 0.1058 | 1.9000e-004 | | 0.0102 | 0.0102 | | 9.4000e-003 | 9.4000e-003 | 0.0000 | 16.7179 | 16.7179 | 5.4100e-003 | 0.0000 | 16.8530 |
| **Total** | **0.0194** | **0.2025** | **0.1058** | **1.9000e-004** | **0.0903** | **0.0102** | **0.1006** | **0.0497** | **9.4000e-003** | **0.0591** | **0.0000** | **16.7179** | **16.7179** | **5.4100e-003** | **0.0000** | **16.8530** |

## 3.3 Site Preparation - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 1.9000e-004 | 2.0600e-003 | 1.0000e-005 | 7.1000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5909 | 0.5909 | 1.0000e-005 | 0.0000 | 0.5912 |
| **Total** | **2.8000e-004** | **1.9000e-004** | **2.0600e-003** | **1.0000e-005** | **7.1000e-004** | **0.0000** | **7.2000e-004** | **1.9000e-004** | **0.0000** | **1.9000e-004** | **0.0000** | **0.5909** | **0.5909** | **1.0000e-005** | **0.0000** | **0.5912** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0903 | 0.0000 | 0.0903 | 0.0497 | 0.0000 | 0.0497 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0194 | 0.2025 | 0.1058 | 1.9000e-004 | | 0.0102 | 0.0102 | | 9.4000e-003 | 9.4000e-003 | 0.0000 | 16.7178 | 16.7178 | 5.4100e-003 | 0.0000 | 16.8530 |
| **Total** | **0.0194** | **0.2025** | **0.1058** | **1.9000e-004** | **0.0903** | **0.0102** | **0.1006** | **0.0497** | **9.4000e-003** | **0.0591** | **0.0000** | **16.7178** | **16.7178** | **5.4100e-003** | **0.0000** | **16.8530** |

## 3.3 Site Preparation - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 1.9000e-004 | 2.0600e-003 | 1.0000e-005 | 7.1000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5909 | 0.5909 | 1.0000e-005 | 0.0000 | 0.5912 |
| **Total** | **2.8000e-004** | **1.9000e-004** | **2.0600e-003** | **1.0000e-005** | **7.1000e-004** | **0.0000** | **7.2000e-004** | **1.9000e-004** | **0.0000** | **1.9000e-004** | **0.0000** | **0.5909** | **0.5909** | **1.0000e-005** | **0.0000** | **0.5912** |

## 3.4 Grading - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0629 | 0.6960 | 0.4632 | 9.3000e-004 | | 0.0298 | 0.0298 | | 0.0274 | 0.0274 | 0.0000 | 81.7425 | 81.7425 | 0.0264 | 0.0000 | 82.4034 |
| **Total** | **0.0629** | **0.6960** | **0.4632** | **9.3000e-004** | **0.1301** | **0.0298** | **0.1599** | **0.0540** | **0.0274** | **0.0814** | **0.0000** | **81.7425** | **81.7425** | **0.0264** | **0.0000** | **82.4034** |

## 3.4 Grading - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 9.2000e-004 | 6.4000e-004 | 6.8600e-003 | 2.0000e-005 | 2.3800e-003 | 1.0000e-005 | 2.3900e-003 | 6.3000e-004 | 1.0000e-005 | 6.5000e-004 | 0.0000 | 1.9696 | 1.9696 | 4.0000e-005 | 0.0000 | 1.9708 |
| **Total** | **9.2000e-004** | **6.4000e-004** | **6.8600e-003** | **2.0000e-005** | **2.3800e-003** | **1.0000e-005** | **2.3900e-003** | **6.3000e-004** | **1.0000e-005** | **6.5000e-004** | **0.0000** | **1.9696** | **1.9696** | **4.0000e-005** | **0.0000** | **1.9708** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.1301 | 0.0000 | 0.1301 | 0.0540 | 0.0000 | 0.0540 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0629 | 0.6960 | 0.4632 | 9.3000e-004 | | 0.0298 | 0.0298 | | 0.0274 | 0.0274 | 0.0000 | 81.7424 | 81.7424 | 0.0264 | 0.0000 | 82.4033 |
| **Total** | **0.0629** | **0.6960** | **0.4632** | **9.3000e-004** | **0.1301** | **0.0298** | **0.1599** | **0.0540** | **0.0274** | **0.0814** | **0.0000** | **81.7424** | **81.7424** | **0.0264** | **0.0000** | **82.4033** |

## 3.4 Grading - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 9.2000e-004 | 6.4000e-004 | 6.8600e-003 | 2.0000e-005 | 2.3800e-003 | 1.0000e-005 | 2.3900e-003 | 6.3000e-004 | 1.0000e-005 | 6.5000e-004 | 0.0000 | 1.9696 | 1.9696 | 4.0000e-005 | 0.0000 | 1.9708 |
| **Total** | **9.2000e-004** | **6.4000e-004** | **6.8600e-003** | **2.0000e-005** | **2.3800e-003** | **1.0000e-005** | **2.3900e-003** | **6.3000e-004** | **1.0000e-005** | **6.5000e-004** | **0.0000** | **1.9696** | **1.9696** | **4.0000e-005** | **0.0000** | **1.9708** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0970 | 0.8890 | 0.8453 | 1.3700e-003 | | 0.0489 | 0.0489 | | 0.0460 | 0.0460 | 0.0000 | 118.1350 | 118.1350 | 0.0285 | 0.0000 | 118.8475 |
| **Total** | **0.0970** | **0.8890** | **0.8453** | **1.3700e-003** | | **0.0489** | **0.0489** | | **0.0460** | **0.0460** | **0.0000** | **118.1350** | **118.1350** | **0.0285** | **0.0000** | **118.8475** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0230 | 0.7232 | 0.1925 | 1.9000e-003 | 0.0463 | 1.6000e-003 | 0.0479 | 0.0134 | 1.5300e-003 | 0.0149 | 0.0000 | 182.3049 | 182.3049 | 7.9400e-003 | 0.0000 | 182.5035 |
| Worker | 0.0556 | 0.0385 | 0.4130 | 1.3100e-003 | 0.1432 | 9.0000e-004 | 0.1441 | 0.0381 | 8.3000e-004 | 0.0389 | 0.0000 | 118.5321 | 118.5321 | 2.7000e-003 | 0.0000 | 118.5995 |
| **Total** | **0.0786** | **0.7617** | **0.6055** | **3.2100e-003** | **0.1895** | **2.5000e-003** | **0.1920** | **0.0515** | **2.3600e-003** | **0.0538** | **0.0000** | **300.8370** | **300.8370** | **0.0106** | **0.0000** | **301.1030** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0970 | 0.8890 | 0.8453 | 1.3700e-003 | | 0.0489 | 0.0489 | | 0.0460 | 0.0460 | 0.0000 | 118.1349 | 118.1349 | 0.0285 | 0.0000 | 118.8474 |
| **Total** | **0.0970** | **0.8890** | **0.8453** | **1.3700e-003** | | **0.0489** | **0.0489** | | **0.0460** | **0.0460** | **0.0000** | **118.1349** | **118.1349** | **0.0285** | **0.0000** | **118.8474** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0230 | 0.7232 | 0.1925 | 1.9000e-003 | 0.0463 | 1.6000e-003 | 0.0479 | 0.0134 | 1.5300e-003 | 0.0149 | 0.0000 | 182.3049 | 182.3049 | 7.9400e-003 | 0.0000 | 182.5035 |
| Worker | 0.0556 | 0.0385 | 0.4130 | 1.3100e-003 | 0.1432 | 9.0000e-004 | 0.1441 | 0.0381 | 8.3000e-004 | 0.0389 | 0.0000 | 118.5321 | 118.5321 | 2.7000e-003 | 0.0000 | 118.5995 |
| **Total** | **0.0786** | **0.7617** | **0.6055** | **3.2100e-003** | **0.1895** | **2.5000e-003** | **0.1920** | **0.0515** | **2.3600e-003** | **0.0538** | **0.0000** | **300.8370** | **300.8370** | **0.0106** | **0.0000** | **301.1030** |

## 3.5 Building Construction - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1689 | 1.5460 | 1.6200 | 2.6700e-003 | | 0.0801 | 0.0801 | | 0.0754 | 0.0754 | 0.0000 | 229.4080 | 229.4080 | 0.0550 | 0.0000 | 230.7820 |
| **Total** | **0.1689** | **1.5460** | **1.6200** | **2.6700e-003** | | **0.0801** | **0.0801** | | **0.0754** | **0.0754** | **0.0000** | **229.4080** | **229.4080** | **0.0550** | **0.0000** | **230.7820** |

## 3.5 Building Construction - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0416 | 1.3271 | 0.3520 | 3.6500e-003 | 0.0899 | 2.7100e-003 | 0.0926 | 0.0260 | 2.5900e-003 | 0.0286 | 0.0000 | 350.5003 | 350.5003 | 0.0147 | 0.0000 | 350.8685 |
| Worker | 0.1008 | 0.0671 | 0.7369 | 2.4500e-003 | 0.2780 | 1.7100e-003 | 0.2797 | 0.0739 | 1.5700e-003 | 0.0755 | 0.0000 | 221.7339 | 221.7339 | 4.6900e-003 | 0.0000 | 221.8512 |
| **Total** | **0.1423** | **1.3942** | **1.0888** | **6.1000e-003** | **0.3678** | **4.4200e-003** | **0.3723** | **0.0999** | **4.1600e-003** | **0.1041** | **0.0000** | **572.2342** | **572.2342** | **0.0194** | **0.0000** | **572.7197** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.1689 | 1.5460 | 1.6200 | 2.6700e-003 | | 0.0801 | 0.0801 | | 0.0754 | 0.0754 | 0.0000 | 229.4077 | 229.4077 | 0.0550 | 0.0000 | 230.7817 |
| **Total** | **0.1689** | **1.5460** | **1.6200** | **2.6700e-003** | | **0.0801** | **0.0801** | | **0.0754** | **0.0754** | **0.0000** | **229.4077** | **229.4077** | **0.0550** | **0.0000** | **230.7817** |

## 3.5 Building Construction - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0416 | 1.3271 | 0.3520 | 3.6500e-003 | 0.0899 | 2.7100e-003 | 0.0926 | 0.0260 | 2.5900e-003 | 0.0286 | 0.0000 | 350.5003 | 350.5003 | 0.0147 | 0.0000 | 350.8685 |
| Worker | 0.1008 | 0.0671 | 0.7369 | 2.4500e-003 | 0.2780 | 1.7100e-003 | 0.2797 | 0.0739 | 1.5700e-003 | 0.0755 | 0.0000 | 221.7339 | 221.7339 | 4.6900e-003 | 0.0000 | 221.8512 |
| **Total** | **0.1423** | **1.3942** | **1.0888** | **6.1000e-003** | **0.3678** | **4.4200e-003** | **0.3723** | **0.0999** | **4.1600e-003** | **0.1041** | **0.0000** | **572.2342** | **572.2342** | **0.0194** | **0.0000** | **572.7197** |

## 3.6 Paving - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0110 | 0.1113 | 0.1458 | 2.3000e-004 | | 5.6800e-003 | 5.6800e-003 | | 5.2200e-003 | 5.2200e-003 | 0.0000 | 20.0276 | 20.0276 | 6.4800e-003 | 0.0000 | 20.1895 |
| Paving | 0.0101 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0211** | **0.1113** | **0.1458** | **2.3000e-004** | | **5.6800e-003** | **5.6800e-003** | | **5.2200e-003** | **5.2200e-003** | **0.0000** | **20.0276** | **20.0276** | **6.4800e-003** | **0.0000** | **20.1895** |

## 3.6 Paving - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.3000e-004 | 2.9000e-004 | 3.1500e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9490 | 0.9490 | 2.0000e-005 | 0.0000 | 0.9495 |
| **Total** | **4.3000e-004** | **2.9000e-004** | **3.1500e-003** | **1.0000e-005** | **1.1900e-003** | **1.0000e-005** | **1.2000e-003** | **3.2000e-004** | **1.0000e-005** | **3.2000e-004** | **0.0000** | **0.9490** | **0.9490** | **2.0000e-005** | **0.0000** | **0.9495** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0110 | 0.1113 | 0.1458 | 2.3000e-004 | | 5.6800e-003 | 5.6800e-003 | | 5.2200e-003 | 5.2200e-003 | 0.0000 | 20.0275 | 20.0275 | 6.4800e-003 | 0.0000 | 20.1895 |
| Paving | 0.0101 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | **0.0211** | **0.1113** | **0.1458** | **2.3000e-004** | | **5.6800e-003** | **5.6800e-003** | | **5.2200e-003** | **5.2200e-003** | **0.0000** | **20.0275** | **20.0275** | **6.4800e-003** | **0.0000** | **20.1895** |

## 3.6 Paving - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.3000e-004 | 2.9000e-004 | 3.1500e-003 | 1.0000e-005 | 1.1900e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9490 | 0.9490 | 2.0000e-005 | 0.0000 | 0.9495 |
| **Total** | **4.3000e-004** | **2.9000e-004** | **3.1500e-003** | **1.0000e-005** | **1.1900e-003** | **1.0000e-005** | **1.2000e-003** | **3.2000e-004** | **1.0000e-005** | **3.2000e-004** | **0.0000** | **0.9490** | **0.9490** | **2.0000e-005** | **0.0000** | **0.9495** |

## 3.7 Architectural Coating - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 2.6853 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.0500e-003 | 0.0141 | 0.0181 | 3.0000e-005 | | 8.2000e-004 | 8.2000e-004 | | 8.2000e-004 | 8.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.7000e-004 | 0.0000 | 2.5574 |
| **Total** | **2.6873** | **0.0141** | **0.0181** | **3.0000e-005** | | **8.2000e-004** | **8.2000e-004** | | **8.2000e-004** | **8.2000e-004** | **0.0000** | **2.5533** | **2.5533** | **1.7000e-004** | **0.0000** | **2.5574** |

## 3.7 Architectural Coating - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0400e-003 | 1.3600e-003 | 0.0149 | 5.0000e-005 | 5.6300e-003 | 3.0000e-005 | 5.6700e-003 | 1.5000e-003 | 3.0000e-005 | 1.5300e-003 | 0.0000 | 4.4921 | 4.4921 | 1.0000e-004 | 0.0000 | 4.4945 |
| **Total** | **2.0400e-003** | **1.3600e-003** | **0.0149** | **5.0000e-005** | **5.6300e-003** | **3.0000e-005** | **5.6700e-003** | **1.5000e-003** | **3.0000e-005** | **1.5300e-003** | **0.0000** | **4.4921** | **4.4921** | **1.0000e-004** | **0.0000** | **4.4945** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 2.6853 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 2.0500e-003 | 0.0141 | 0.0181 | 3.0000e-005 | | 8.2000e-004 | 8.2000e-004 | | 8.2000e-004 | 8.2000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.7000e-004 | 0.0000 | 2.5574 |
| **Total** | **2.6873** | **0.0141** | **0.0181** | **3.0000e-005** | | **8.2000e-004** | **8.2000e-004** | | **8.2000e-004** | **8.2000e-004** | **0.0000** | **2.5533** | **2.5533** | **1.7000e-004** | **0.0000** | **2.5574** |

### 3.7 Architectural Coating - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.0400e-003 | 1.3600e-003 | 0.0149 | 5.0000e-005 | 5.6300e-003 | 3.0000e-005 | 5.6700e-003 | 1.5000e-003 | 3.0000e-005 | 1.5300e-003 | 0.0000 | 4.4921 | 4.4921 | 1.0000e-004 | 0.0000 | 4.4945 |
| **Total** | **2.0400e-003** | **1.3600e-003** | **0.0149** | **5.0000e-005** | **5.6300e-003** | **3.0000e-005** | **5.6700e-003** | **1.5000e-003** | **3.0000e-005** | **1.5300e-003** | **0.0000** | **4.4921** | **4.4921** | **1.0000e-004** | **0.0000** | **4.4945** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 0.6115 | 2.3941 | 7.8934 | 0.0295 | 2.8650 | 0.0226 | 2.8876 | 0.7669 | 0.0211 | 0.7880 | 0.0000 | 2,706.2044 | 2,706.2044 | 0.0830 | 0.0000 | 2,708.2799 |
| Unmitigated | 0.6115 | 2.3941 | 7.8934 | 0.0295 | 2.8650 | 0.0226 | 2.8876 | 0.7669 | 0.0211 | 0.7880 | 0.0000 | 2,706.2044 | 2,706.2044 | 0.0830 | 0.0000 | 2,708.2799 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 3,494.16 | 661.73 | 340.89 | 7,704,765 | 7,704,765 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 3,494.16 | 661.73 | 340.89 | 7,704,765 | 7,704,765 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 9.50 | 7.30 | 7.30 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Parking Lot | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,321.0725 | 1,321.0725 | 0.0597 | 0.0124 | 1,326.2488 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 1,321.0725 | 1,321.0725 | 0.0597 | 0.0124 | 1,326.2488 |
| NaturalGas Mitigated | 0.0564 | 0.5129 | 0.4308 | 3.0800e-003 | | 0.0390 | 0.0390 | | 0.0390 | 0.0390 | 0.0000 | 558.3147 | 558.3147 | 0.0107 | 0.0102 | 561.6325 |
| NaturalGas Unmitigated | 0.0564 | 0.5129 | 0.4308 | 3.0800e-003 | | 0.0390 | 0.0390 | | 0.0390 | 0.0390 | 0.0000 | 558.3147 | 558.3147 | 0.0107 | 0.0102 | 561.6325 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Light Industry | 1.04624e+007 | 0.0564 | 0.5129 | 0.4308 | 3.0800e-003 | | 0.0390 | 0.0390 | | 0.0390 | 0.0390 | 0.0000 | 558.3147 | 558.3147 | 0.0107 | 0.0102 | 561.6325 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0564** | **0.5129** | **0.4308** | **3.0800e-003** | | **0.0390** | **0.0390** | | **0.0390** | **0.0390** | **0.0000** | **558.3147** | **558.3147** | **0.0107** | **0.0102** | **561.6325** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
| General Light Industry | 1.04624e+007 | 0.0564 | 0.5129 | 0.4308 | 3.0800e-003 | | 0.0390 | 0.0390 | | 0.0390 | 0.0390 | 0.0000 | 558.3147 | 558.3147 | 0.0107 | 0.0102 | 561.6325 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.0564** | **0.5129** | **0.4308** | **3.0800e-003** | | **0.0390** | **0.0390** | | **0.0390** | **0.0390** | **0.0000** | **558.3147** | **558.3147** | **0.0107** | **0.0102** | **561.6325** |

## 5.3 Energy by Land Use - Electricity

**Unmitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 4.42159e+006 | 1,286.2911 | 0.0582 | 0.0120 | 1,291.3312 |
| Parking Lot | 119560 | 34.7814 | 1.5700e-003 | 3.3000e-004 | 34.9177 |
| **Total** | | **1,321.0725** | **0.0597** | **0.0124** | **1,326.2488** |

**Mitigated**

| | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | kWh/yr | MT/yr | | | |
| General Light Industry | 4.42159e+006 | 1,286.2911 | 0.0582 | 0.0120 | 1,291.3312 |
| Parking Lot | 119560 | 34.7814 | 1.5700e-003 | 3.3000e-004 | 34.9177 |
| **Total** | | **1,321.0725** | **0.0597** | **0.0124** | **1,326.2488** |

# 0 Area Detail

## 1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 2.2497 | 1.1000e-004 | 0.0125 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0242 | 0.0242 | 6.0000e-005 | 0.0000 | 0.0258 |
| Unmitigated | 2.2497 | 1.1000e-004 | 0.0125 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0242 | 0.0242 | 6.0000e-005 | 0.0000 | 0.0258 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.2685 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1.9800 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.1500e-003 | 1.1000e-004 | 0.0125 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0242 | 0.0242 | 6.0000e-005 | 0.0000 | 0.0258 |
| **Total** | **2.2496** | **1.1000e-004** | **0.0125** | **0.0000** | | **4.0000e-005** | **4.0000e-005** | | **4.0000e-005** | **4.0000e-005** | **0.0000** | **0.0242** | **0.0242** | **6.0000e-005** | **0.0000** | **0.0258** |

## 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.2685 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 1.9800 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 1.1500e-003 | 1.1000e-004 | 0.0125 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.0242 | 0.0242 | 6.0000e-005 | 0.0000 | 0.0258 |
| **Total** | **2.2496** | **1.1000e-004** | **0.0125** | **0.0000** | | **4.0000e-005** | **4.0000e-005** | | **4.0000e-005** | **4.0000e-005** | **0.0000** | **0.0242** | **0.0242** | **6.0000e-005** | **0.0000** | **0.0258** |

# 7.0 Water Detail

## 7.1 Mitigation Measures Water

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| Category | MT/yr | | | |
| Mitigated | 219.2633 | 3.7858 | 0.0909 | 340.9964 |
| Unmitigated | 219.2633 | 3.7858 | 0.0909 | 340.9964 |

## 7.2 Water by Land Use

**Unmitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 115.928 / 0 | 219.2633 | 3.7858 | 0.0909 | 340.9964 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **219.2633** | **3.7858** | **0.0909** | **340.9964** |

## 7.2 Water by Land Use

**Mitigated**

| | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | Mgal | MT/yr | | | |
| General Light Industry | 115.928 / 0 | 219.2633 | 3.7858 | 0.0909 | 340.9964 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **219.2633** | **3.7858** | **0.0909** | **340.9964** |

# 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

**Category/Year**

| | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|
| | MT/yr | | | |
| Mitigated | 126.1832 | 7.4572 | 0.0000 | 312.6136 |
| Unmitigated | 126.1832 | 7.4572 | 0.0000 | 312.6136 |

## 8.2 Waste by Land Use

**Unmitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 621.62 | 126.1832 | 7.4572 | 0.0000 | 312.6136 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **126.1832** | **7.4572** | **0.0000** | **312.6136** |

**Mitigated**

| | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|
| Land Use | tons | MT/yr | | | |
| General Light Industry | 621.62 | 126.1832 | 7.4572 | 0.0000 | 312.6136 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **126.1832** | **7.4572** | **0.0000** | **312.6136** |

## 0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 10.0 Stationary Equipment

**Fire Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Redwood Tech at 101

**Santa Clara County, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 501.31 | 1000sqft | 11.51 | 501,314.00 | 0 |
| Parking Lot | 854.00 | Space | 7.69 | 341,600.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 3 | | | **Operational Year** | 2023 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 641.35 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - Consistent with information provided by the Completeness Letter.

Land Use - Consistent with information provided in the Completeness Letter.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 4.2556 | 46.4380 | 31.3825 | 0.0922 | 18.2141 | 2.0454 | 20.2595 | 9.9699 | 1.8817 | 11.8516 | 0.0000 | 9,290.4682 | 9,290.4682 | 1.9463 | 0.0000 | 9,311.5827 |
| 2022 | 268.9464 | 29.4926 | 27.9137 | 0.0908 | 3.8424 | 0.8532 | 4.6957 | 1.0403 | 0.8028 | 1.8432 | 0.0000 | 9,153.4617 | 9,153.4617 | 0.8267 | 0.0000 | 9,174.1291 |
| **Maximum** | **268.9464** | **46.4380** | **31.3825** | **0.0922** | **18.2141** | **2.0454** | **20.2595** | **9.9699** | **1.8817** | **11.8516** | **0.0000** | **9,290.4682** | **9,290.4682** | **1.9463** | **0.0000** | **9,311.5827** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 4.2556 | 46.4380 | 31.3825 | 0.0922 | 18.2141 | 2.0454 | 20.2595 | 9.9699 | 1.8817 | 11.8516 | 0.0000 | 9,290.4682 | 9,290.4682 | 1.9463 | 0.0000 | 9,311.5827 |
| 2022 | 268.9464 | 29.4926 | 27.9137 | 0.0908 | 3.8424 | 0.8532 | 4.6957 | 1.0403 | 0.8028 | 1.8432 | 0.0000 | 9,153.4617 | 9,153.4617 | 0.8267 | 0.0000 | 9,174.1291 |
| **Maximum** | **268.9464** | **46.4380** | **31.3825** | **0.0922** | **18.2141** | **2.0454** | **20.2595** | **9.9699** | **1.8817** | **11.8516** | **0.0000** | **9,290.4682** | **9,290.4682** | **1.9463** | **0.0000** | **9,311.5827** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| Energy | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Mobile | 5.0856 | 16.7818 | 61.2590 | 0.2280 | 21.5782 | 0.1647 | 21.7429 | 5.7595 | 0.1534 | 5.9130 | | 23,010.0749 | 23,010.0749 | 0.6789 | | 23,027.0465 |
| **Total** | **17.7280** | **19.5933** | **63.7580** | **0.2449** | **21.5782** | **0.3788** | **21.9569** | **5.7595** | **0.3675** | **6.1270** | | **26,382.6271** | **26,382.6271** | **0.7443** | **0.0618** | **26,419.6579** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| Energy | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Mobile | 5.0856 | 16.7818 | 61.2590 | 0.2280 | 21.5782 | 0.1647 | 21.7429 | 5.7595 | 0.1534 | 5.9130 | | 23,010.0749 | 23,010.0749 | 0.6789 | | 23,027.0465 |
| **Total** | **17.7280** | **19.5933** | **63.7580** | **0.2449** | **21.5782** | **0.3788** | **21.9569** | **5.7595** | **0.3675** | **6.1270** | | **26,382.6271** | **26,382.6271** | **0.7443** | **0.0618** | **26,419.6579** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 5/20/2021 | 6/16/2021 | 5 | 20 | |
| 2 | Site Preparation | Site Preparation | 6/17/2021 | 6/30/2021 | 5 | 10 | |
| 3 | Grading | Grading | 7/1/2021 | 8/11/2021 | 5 | 30 | |
| 4 | Building Construction | Building Construction | 8/12/2021 | 10/5/2022 | 5 | 300 | |
| 5 | Paving | Paving | 10/6/2022 | 11/2/2022 | 5 | 20 | |
| 6 | Architectural Coating | Architectural Coating | 11/3/2022 | 11/30/2022 | 5 | 20 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 7.69**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 751,971; Non-Residential Outdoor: 250,657; Striped Parking Area: 20,496 (Architectural Coating – sqft)**

**OffRoad Equipment**

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 354.00 | 138.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 71.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | | 1.4411 | 1.4411 | | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **3.1651** | **31.4407** | **21.5650** | **0.0388** | | **1.5513** | **1.5513** | | **1.4411** | **1.4411** | | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

## 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0483 | 0.0286 | 0.3780 | 1.1700e-003 | 0.1232 | 7.5000e-004 | 0.1240 | 0.0327 | 6.9000e-004 | 0.0334 | | 116.7016 | 116.7016 | 2.6500e-003 | | 116.7679 |
| **Total** | **0.0483** | **0.0286** | **0.3780** | **1.1700e-003** | **0.1232** | **7.5000e-004** | **0.1240** | **0.0327** | **6.9000e-004** | **0.0334** | | **116.7016** | **116.7016** | **2.6500e-003** | | **116.7679** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | | 1.4411 | 1.4411 | 0.0000 | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **3.1651** | **31.4407** | **21.5650** | **0.0388** | | **1.5513** | **1.5513** | | **1.4411** | **1.4411** | **0.0000** | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

## 3.2 Demolition - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0483 | 0.0286 | 0.3780 | 1.1700e-003 | 0.1232 | 7.5000e-004 | 0.1240 | 0.0327 | 6.9000e-004 | 0.0334 | | 116.7016 | 116.7016 | 2.6500e-003 | | 116.7679 |
| **Total** | **0.0483** | **0.0286** | **0.3780** | **1.1700e-003** | **0.1232** | **7.5000e-004** | **0.1240** | **0.0327** | **6.9000e-004** | **0.0334** | | **116.7016** | **116.7016** | **2.6500e-003** | | **116.7679** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | | 1.8809 | 1.8809 | | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **3.8882** | **40.4971** | **21.1543** | **0.0380** | **18.0663** | **2.0445** | **20.1107** | **9.9307** | **1.8809** | **11.8116** | | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

## 3.3 Site Preparation - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0580 | 0.0343 | 0.4536 | 1.4100e-003 | 0.1479 | 9.0000e-004 | 0.1488 | 0.0392 | 8.3000e-004 | 0.0401 | | 140.0420 | 140.0420 | 3.1800e-003 | | 140.1215 |
| **Total** | **0.0580** | **0.0343** | **0.4536** | **1.4100e-003** | **0.1479** | **9.0000e-004** | **0.1488** | **0.0392** | **8.3000e-004** | **0.0401** | | **140.0420** | **140.0420** | **3.1800e-003** | | **140.1215** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | | 1.8809 | 1.8809 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **3.8882** | **40.4971** | **21.1543** | **0.0380** | **18.0663** | **2.0445** | **20.1107** | **9.9307** | **1.8809** | **11.8116** | **0.0000** | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

## 3.3 Site Preparation - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0580 | 0.0343 | 0.4536 | 1.4100e-003 | 0.1479 | 9.0000e-004 | 0.1488 | 0.0392 | 8.3000e-004 | 0.0401 | | 140.0420 | 140.0420 | 3.1800e-003 | | 140.1215 |
| **Total** | **0.0580** | **0.0343** | **0.4536** | **1.4100e-003** | **0.1479** | **9.0000e-004** | **0.1488** | **0.0392** | **8.3000e-004** | **0.0401** | | **140.0420** | **140.0420** | **3.1800e-003** | | **140.1215** |

## 3.4 Grading - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | | 1.9853 | 1.9853 | | 1.8265 | 1.8265 | | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **4.1912** | **46.3998** | **30.8785** | **0.0620** | **8.6733** | **1.9853** | **10.6587** | **3.5965** | **1.8265** | **5.4230** | | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

## 3.4 Grading - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0644 | 0.0382 | 0.5040 | 1.5600e-003 | 0.1643 | 1.0000e-003 | 0.1653 | 0.0436 | 9.2000e-004 | 0.0445 | | 155.6022 | 155.6022 | 3.5400e-003 | | 155.6906 |
| **Total** | **0.0644** | **0.0382** | **0.5040** | **1.5600e-003** | **0.1643** | **1.0000e-003** | **0.1653** | **0.0436** | **9.2000e-004** | **0.0445** | | **155.6022** | **155.6022** | **3.5400e-003** | | **155.6906** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | | 1.9853 | 1.9853 | | 1.8265 | 1.8265 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **4.1912** | **46.3998** | **30.8785** | **0.0620** | **8.6733** | **1.9853** | **10.6587** | **3.5965** | **1.8265** | **5.4230** | **0.0000** | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

## 3.4 Grading - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0644 | 0.0382 | 0.5040 | 1.5600e-003 | 0.1643 | 1.0000e-003 | 0.1653 | 0.0436 | 9.2000e-004 | 0.0445 | | 155.6022 | 155.6022 | 3.5400e-003 | | 155.6906 |
| **Total** | **0.0644** | **0.0382** | **0.5040** | **1.5600e-003** | **0.1643** | **1.0000e-003** | **0.1653** | **0.0436** | **9.2000e-004** | **0.0445** | | **155.6022** | **155.6022** | **3.5400e-003** | | **155.6906** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4400 | 14.0289 | 3.5357 | 0.0377 | 0.9343 | 0.0310 | 0.9654 | 0.2690 | 0.0297 | 0.2986 | | 3,982.9458 | 3,982.9458 | 0.1660 | | 3,987.0956 |
| Worker | 1.1400 | 0.6754 | 8.9208 | 0.0276 | 2.9080 | 0.0177 | 2.9257 | 0.7713 | 0.0163 | 0.7876 | | 2,754.1585 | 2,754.1585 | 0.0626 | | 2,755.7229 |
| **Total** | **1.5799** | **14.7044** | **12.4565** | **0.0653** | **3.8424** | **0.0487** | **3.8911** | **1.0403** | **0.0459** | **1.0863** | | **6,737.1043** | **6,737.1043** | **0.2286** | | **6,742.8184** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4400 | 14.0289 | 3.5357 | 0.0377 | 0.9343 | 0.0310 | 0.9654 | 0.2690 | 0.0297 | 0.2986 | | 3,982.9458 | 3,982.9458 | 0.1660 | | 3,987.0956 |
| Worker | 1.1400 | 0.6754 | 8.9208 | 0.0276 | 2.9080 | 0.0177 | 2.9257 | 0.7713 | 0.0163 | 0.7876 | | 2,754.1585 | 2,754.1585 | 0.0626 | | 2,755.7229 |
| **Total** | **1.5799** | **14.7044** | **12.4565** | **0.0653** | **3.8424** | **0.0487** | **3.8911** | **1.0403** | **0.0459** | **1.0863** | | **6,737.1043** | **6,737.1043** | **0.2286** | | **6,742.8184** |

## 3.5 Building Construction - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **1.7062** | **15.6156** | **16.3634** | **0.0269** | | **0.8090** | **0.8090** | | **0.7612** | **0.7612** | | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

## 3.5 Building Construction - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4105 | 13.2708 | 3.3299 | 0.0373 | 0.9344 | 0.0270 | 0.9613 | 0.2690 | 0.0258 | 0.2948 | | 3,945.1165 | 3,945.1165 | 0.1586 | | 3,949.0804 |
| Worker | 1.0623 | 0.6061 | 8.2203 | 0.0266 | 2.9080 | 0.0173 | 2.9253 | 0.7713 | 0.0159 | 0.7873 | | 2,654.0116 | 2,654.0116 | 0.0562 | | 2,655.4165 |
| **Total** | **1.4727** | **13.8769** | **11.5503** | **0.0639** | **3.8424** | **0.0442** | **3.8866** | **1.0403** | **0.0417** | **1.0820** | | **6,599.1281** | **6,599.1281** | **0.2148** | | **6,604.4968** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **1.7062** | **15.6156** | **16.3634** | **0.0269** | | **0.8090** | **0.8090** | | **0.7612** | **0.7612** | **0.0000** | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

## 3.5 Building Construction - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4105 | 13.2708 | 3.3299 | 0.0373 | 0.9344 | 0.0270 | 0.9613 | 0.2690 | 0.0258 | 0.2948 | | 3,945.1165 | 3,945.1165 | 0.1586 | | 3,949.0804 |
| Worker | 1.0623 | 0.6061 | 8.2203 | 0.0266 | 2.9080 | 0.0173 | 2.9253 | 0.7713 | 0.0159 | 0.7873 | | 2,654.0116 | 2,654.0116 | 0.0562 | | 2,655.4165 |
| **Total** | **1.4727** | **13.8769** | **11.5503** | **0.0639** | **3.8424** | **0.0442** | **3.8866** | **1.0403** | **0.0417** | **1.0820** | | **6,599.1281** | **6,599.1281** | **0.2148** | | **6,604.4968** |

## 3.6 Paving - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1028 | 11.1249 | 14.5805 | 0.0228 | | 0.5679 | 0.5679 | | 0.5225 | 0.5225 | | 2,207.6603 | 2,207.6603 | 0.7140 | | 2,225.5104 |
| Paving | 1.0074 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.1102** | **11.1249** | **14.5805** | **0.0228** | | **0.5679** | **0.5679** | | **0.5225** | **0.5225** | | **2,207.6603** | **2,207.6603** | **0.7140** | | **2,225.5104** |

## 3.6 Paving - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0450 | 0.0257 | 0.3483 | 1.1300e-003 | 0.1232 | 7.3000e-004 | 0.1240 | 0.0327 | 6.7000e-004 | 0.0334 | | 112.4581 | 112.4581 | 2.3800e-003 | | 112.5177 |
| **Total** | **0.0450** | **0.0257** | **0.3483** | **1.1300e-003** | **0.1232** | **7.3000e-004** | **0.1240** | **0.0327** | **6.7000e-004** | **0.0334** | | **112.4581** | **112.4581** | **2.3800e-003** | | **112.5177** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1028 | 11.1249 | 14.5805 | 0.0228 | | 0.5679 | 0.5679 | | 0.5225 | 0.5225 | 0.0000 | 2,207.6603 | 2,207.6603 | 0.7140 | | 2,225.5104 |
| Paving | 1.0074 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.1102** | **11.1249** | **14.5805** | **0.0228** | | **0.5679** | **0.5679** | | **0.5225** | **0.5225** | **0.0000** | **2,207.6603** | **2,207.6603** | **0.7140** | | **2,225.5104** |

## 3.6 Paving - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0450 | 0.0257 | 0.3483 | 1.1300e-003 | 0.1232 | 7.3000e-004 | 0.1240 | 0.0327 | 6.7000e-004 | 0.0334 | | 112.4581 | 112.4581 | 2.3800e-003 | | 112.5177 |
| **Total** | **0.0450** | **0.0257** | **0.3483** | **1.1300e-003** | **0.1232** | **7.3000e-004** | **0.1240** | **0.0327** | **6.7000e-004** | **0.0334** | | **112.4581** | **112.4581** | **2.3800e-003** | | **112.5177** |

## 3.7 Architectural Coating - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 268.5288 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2045 | 1.4085 | 1.8136 | 2.9700e-003 | | 0.0817 | 0.0817 | | 0.0817 | 0.0817 | | 281.4481 | 281.4481 | 0.0183 | | 281.9062 |
| **Total** | **268.7334** | **1.4085** | **1.8136** | **2.9700e-003** | | **0.0817** | **0.0817** | | **0.0817** | **0.0817** | | **281.4481** | **281.4481** | **0.0183** | | **281.9062** |

## 3.7 Architectural Coating - 2022

**Unmitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.2131 | 0.1216 | 1.6487 | 5.3400e-003 | 0.5833 | 3.4700e-003 | 0.5867 | 0.1547 | 3.1900e-003 | 0.1579 | | 532.3018 | 532.3018 | 0.0113 | | 532.5835 |
| **Total** | **0.2131** | **0.1216** | **1.6487** | **5.3400e-003** | **0.5833** | **3.4700e-003** | **0.5867** | **0.1547** | **3.1900e-003** | **0.1579** | | **532.3018** | **532.3018** | **0.0113** | | **532.5835** |

**Mitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 268.5288 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2045 | 1.4085 | 1.8136 | 2.9700e-003 | | 0.0817 | 0.0817 | | 0.0817 | 0.0817 | 0.0000 | 281.4481 | 281.4481 | 0.0183 | | 281.9062 |
| **Total** | **268.7334** | **1.4085** | **1.8136** | **2.9700e-003** | | **0.0817** | **0.0817** | | **0.0817** | **0.0817** | **0.0000** | **281.4481** | **281.4481** | **0.0183** | | **281.9062** |

### 3.7 Architectural Coating - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.2131 | 0.1216 | 1.6487 | 5.3400e-003 | 0.5833 | 3.4700e-003 | 0.5867 | 0.1547 | 3.1900e-003 | 0.1579 | | 532.3018 | 532.3018 | 0.0113 | | 532.5835 |
| **Total** | **0.2131** | **0.1216** | **1.6487** | **5.3400e-003** | **0.5833** | **3.4700e-003** | **0.5867** | **0.1547** | **3.1900e-003** | **0.1579** | | **532.3018** | **532.3018** | **0.0113** | | **532.5835** |

## 4.0 Operational Detail - Mobile

### 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.0856 | 16.7818 | 61.2590 | 0.2280 | 21.5782 | 0.1647 | 21.7429 | 5.7595 | 0.1534 | 5.9130 | | 23,010.0749 | 23,010.0749 | 0.6789 | | 23,027.0465 |
| Unmitigated | 5.0856 | 16.7818 | 61.2590 | 0.2280 | 21.5782 | 0.1647 | 21.7429 | 5.7595 | 0.1534 | 5.9130 | | 23,010.0749 | 23,010.0749 | 0.6789 | | 23,027.0465 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 3,494.16 | 661.73 | 340.89 | 7,704,765 | 7,704,765 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 3,494.16 | 661.73 | 340.89 | 7,704,765 | 7,704,765 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 9.50 | 7.30 | 7.30 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Parking Lot | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| NaturalGas Unmitigated | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 28664.2 | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.3091** | **2.8102** | **2.3606** | **0.0169** | | **0.2136** | **0.2136** | | **0.2136** | **0.2136** | | **3,372.2557** | **3,372.2557** | **0.0646** | **0.0618** | **3,392.2953** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 28.6642 | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.3091** | **2.8102** | **2.3606** | **0.0169** | | **0.2136** | **0.2136** | | **0.2136** | **0.2136** | | **3,372.2557** | **3,372.2557** | **0.0646** | **0.0618** | **3,392.2953** |

## 0 Area Detail

### 1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| Unmitigated | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.4714 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 10.8491 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0128 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| **Total** | **12.3333** | **1.2600e-003** | **0.1384** | **1.0000e-005** | | **4.9000e-004** | **4.9000e-004** | | **4.9000e-004** | **4.9000e-004** | | **0.2966** | **0.2966** | **7.8000e-004** | | **0.3161** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.4714 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 10.8491 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0128 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| **Total** | **12.3333** | **1.2600e-003** | **0.1384** | **1.0000e-005** | | **4.9000e-004** | **4.9000e-004** | | **4.9000e-004** | **4.9000e-004** | | **0.2966** | **0.2966** | **7.8000e-004** | | **0.3161** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 0.0 Stationary Equipment

**re Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

# Redwood Tech at 101

**Santa Clara County, Winter**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| General Light Industry | 501.31 | 1000sqft | 11.51 | 501,314.00 | 0 |
| Parking Lot | 854.00 | Space | 7.69 | 341,600.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.2 | **Precipitation Freq (Days)** | 58 |
| **Climate Zone** | 3 | | | **Operational Year** | 2023 |
| **Utility Company** | Pacific Gas & Electric Company | | | | |
| **CO2 Intensity (lb/MWhr)** | 641.35 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

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

Project Characteristics - Consistent with information provided by the Completeness Letter.

Land Use - Consistent with information provided in the Completeness Letter.

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|

## 2.0 Emissions Summary

## 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 4.2598 | 46.4464 | 31.3437 | 0.0890 | 18.2141 | 2.0454 | 20.2595 | 9.9699 | 1.8817 | 11.8516 | 0.0000 | 8,965.1755 | 8,965.1755 | 1.9461 | 0.0000 | 8,986.5003 |
| 2022 | 268.9611 | 29.7306 | 27.7350 | 0.0877 | 3.8424 | 0.8542 | 4.6966 | 1.0403 | 0.8037 | 1.8441 | 0.0000 | 8,836.7383 | 8,836.7383 | 0.8347 | 0.0000 | 8,857.6062 |
| **Maximum** | **268.9611** | **46.4464** | **31.3437** | **0.0890** | **18.2141** | **2.0454** | **20.2595** | **9.9699** | **1.8817** | **11.8516** | **0.0000** | **8,965.1755** | **8,965.1755** | **1.9461** | **0.0000** | **8,986.5003** |

**Mitigated Construction**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2021 | 4.2598 | 46.4464 | 31.3437 | 0.0890 | 18.2141 | 2.0454 | 20.2595 | 9.9699 | 1.8817 | 11.8516 | 0.0000 | 8,965.1755 | 8,965.1755 | 1.9461 | 0.0000 | 8,986.5003 |
| 2022 | 268.9611 | 29.7306 | 27.7350 | 0.0877 | 3.8424 | 0.8542 | 4.6966 | 1.0403 | 0.8037 | 1.8441 | 0.0000 | 8,836.7383 | 8,836.7383 | 0.8347 | 0.0000 | 8,857.6062 |
| **Maximum** | **268.9611** | **46.4464** | **31.3437** | **0.0890** | **18.2141** | **2.0454** | **20.2595** | **9.9699** | **1.8817** | **11.8516** | **0.0000** | **8,965.1755** | **8,965.1755** | **1.9461** | **0.0000** | **8,986.5003** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Percent Reduction** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** | **0.00** |

## 2.2 Overall Operational

### Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| Energy | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Mobile | 4.4158 | 17.8603 | 59.2592 | 0.2126 | 21.5782 | 0.1652 | 21.7434 | 5.7595 | 0.1539 | 5.9135 | | 21,462.0080 | 21,462.0080 | 0.6771 | | 21,478.9357 |
| **Total** | **17.0582** | **20.6717** | **61.7581** | **0.2294** | **21.5782** | **0.3793** | **21.9575** | **5.7595** | **0.3680** | **6.1275** | | **24,834.5603** | **24,834.5603** | **0.7425** | **0.0618** | **24,871.5471** |

### Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| Energy | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Mobile | 4.4158 | 17.8603 | 59.2592 | 0.2126 | 21.5782 | 0.1652 | 21.7434 | 5.7595 | 0.1539 | 5.9135 | | 21,462.0080 | 21,462.0080 | 0.6771 | | 21,478.9357 |
| **Total** | **17.0582** | **20.6717** | **61.7581** | **0.2294** | **21.5782** | **0.3793** | **21.9575** | **5.7595** | **0.3680** | **6.1275** | | **24,834.5603** | **24,834.5603** | **0.7425** | **0.0618** | **24,871.5471** |

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N20 | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

## 3.0 Construction Detail

**Construction Phase**

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|---|---|---|---|---|---|---|---|
| 1 | Demolition | Demolition | 5/20/2021 | 6/16/2021 | 5 | 20 | |
| 2 | Site Preparation | Site Preparation | 6/17/2021 | 6/30/2021 | 5 | 10 | |
| 3 | Grading | Grading | 7/1/2021 | 8/11/2021 | 5 | 30 | |
| 4 | Building Construction | Building Construction | 8/12/2021 | 10/5/2022 | 5 | 300 | |
| 5 | Paving | Paving | 10/6/2022 | 11/2/2022 | 5 | 20 | |
| 6 | Architectural Coating | Architectural Coating | 11/3/2022 | 11/30/2022 | 5 | 20 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 75**

**Acres of Paving: 7.69**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 751,971; Non-Residential Outdoor: 250,657; Striped Parking Area: 20,496 (Architectural Coating – sqft)**

**OffRoad Equipment**

Redwood Tech at 101 - Santa Clara County, Winter

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |

**Trips and VMT**

| Phase Name | Offroad Equipment Count | Worker Trip Number | Vendor Trip Number | Hauling Trip Number | Worker Trip Length | Vendor Trip Length | Hauling Trip Length | Worker Vehicle Class | Vendor Vehicle Class | Hauling Vehicle Class |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 354.00 | 138.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 71.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

## 3.1 Mitigation Measures Construction

## 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | | 1.4411 | 1.4411 | | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **3.1651** | **31.4407** | **21.5650** | **0.0388** | | **1.5513** | **1.5513** | | **1.4411** | **1.4411** | | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

## 3.2 Demolition - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0515 | 0.0350 | 0.3490 | 1.0800e-003 | 0.1232 | 7.5000e-004 | 0.1240 | 0.0327 | 6.9000e-004 | 0.0334 | | 107.2152 | 107.2152 | 2.4600e-003 | | 107.2768 |
| **Total** | **0.0515** | **0.0350** | **0.3490** | **1.0800e-003** | **0.1232** | **7.5000e-004** | **0.1240** | **0.0327** | **6.9000e-004** | **0.0334** | | **107.2152** | **107.2152** | **2.4600e-003** | | **107.2768** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | | 1.4411 | 1.4411 | 0.0000 | 3,747.9449 | 3,747.9449 | 1.0549 | | 3,774.3174 |
| **Total** | **3.1651** | **31.4407** | **21.5650** | **0.0388** | | **1.5513** | **1.5513** | | **1.4411** | **1.4411** | **0.0000** | **3,747.9449** | **3,747.9449** | **1.0549** | | **3,774.3174** |

## 3.2 Demolition - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0515 | 0.0350 | 0.3490 | 1.0800e-003 | 0.1232 | 7.5000e-004 | 0.1240 | 0.0327 | 6.9000e-004 | 0.0334 | | 107.2152 | 107.2152 | 2.4600e-003 | | 107.2768 |
| **Total** | **0.0515** | **0.0350** | **0.3490** | **1.0800e-003** | **0.1232** | **7.5000e-004** | **0.1240** | **0.0327** | **6.9000e-004** | **0.0334** | | **107.2152** | **107.2152** | **2.4600e-003** | | **107.2768** |

## 3.3 Site Preparation - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | | 1.8809 | 1.8809 | | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **3.8882** | **40.4971** | **21.1543** | **0.0380** | **18.0663** | **2.0445** | **20.1107** | **9.9307** | **1.8809** | **11.8116** | | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

## 3.3 Site Preparation - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0618 | 0.0419 | 0.4188 | 1.2900e-003 | 0.1479 | 9.0000e-004 | 0.1488 | 0.0392 | 8.3000e-004 | 0.0401 | | 128.6583 | 128.6583 | 2.9500e-003 | | 128.7321 |
| **Total** | **0.0618** | **0.0419** | **0.4188** | **1.2900e-003** | **0.1479** | **9.0000e-004** | **0.1488** | **0.0392** | **8.3000e-004** | **0.0401** | | **128.6583** | **128.6583** | **2.9500e-003** | | **128.7321** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | | 1.8809 | 1.8809 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 |
| **Total** | **3.8882** | **40.4971** | **21.1543** | **0.0380** | **18.0663** | **2.0445** | **20.1107** | **9.9307** | **1.8809** | **11.8116** | **0.0000** | **3,685.6569** | **3,685.6569** | **1.1920** | | **3,715.4573** |

## 3.3 Site Preparation - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0618 | 0.0419 | 0.4188 | 1.2900e-003 | 0.1479 | 9.0000e-004 | 0.1488 | 0.0392 | 8.3000e-004 | 0.0401 | | 128.6583 | 128.6583 | 2.9500e-003 | | 128.7321 |
| **Total** | **0.0618** | **0.0419** | **0.4188** | **1.2900e-003** | **0.1479** | **9.0000e-004** | **0.1488** | **0.0392** | **8.3000e-004** | **0.0401** | | **128.6583** | **128.6583** | **2.9500e-003** | | **128.7321** |

## 3.4 Grading - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | | 1.9853 | 1.9853 | | 1.8265 | 1.8265 | | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **4.1912** | **46.3998** | **30.8785** | **0.0620** | **8.6733** | **1.9853** | **10.6587** | **3.5965** | **1.8265** | **5.4230** | | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

## 3.4 Grading - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0686 | 0.0466 | 0.4653 | 1.4300e-003 | 0.1643 | 1.0000e-003 | 0.1653 | 0.0436 | 9.2000e-004 | 0.0445 | | 142.9536 | 142.9536 | 3.2800e-003 | | 143.0357 |
| **Total** | **0.0686** | **0.0466** | **0.4653** | **1.4300e-003** | **0.1643** | **1.0000e-003** | **0.1653** | **0.0436** | **9.2000e-004** | **0.0445** | | **142.9536** | **142.9536** | **3.2800e-003** | | **143.0357** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | | 1.9853 | 1.9853 | | 1.8265 | 1.8265 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| **Total** | **4.1912** | **46.3998** | **30.8785** | **0.0620** | **8.6733** | **1.9853** | **10.6587** | **3.5965** | **1.8265** | **5.4230** | **0.0000** | **6,007.0434** | **6,007.0434** | **1.9428** | | **6,055.6134** |

## 3.4 Grading - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0686 | 0.0466 | 0.4653 | 1.4300e-003 | 0.1643 | 1.0000e-003 | 0.1653 | 0.0436 | 9.2000e-004 | 0.0445 | | 142.9536 | 142.9536 | 3.2800e-003 | | 143.0357 |
| **Total** | **0.0686** | **0.0466** | **0.4653** | **1.4300e-003** | **0.1643** | **1.0000e-003** | **0.1653** | **0.0436** | **9.2000e-004** | **0.0445** | | **142.9536** | **142.9536** | **3.2800e-003** | | **143.0357** |

## 3.5 Building Construction - 2021

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4662 | 14.1540 | 4.0484 | 0.0367 | 0.9343 | 0.0320 | 0.9664 | 0.2690 | 0.0306 | 0.2996 | | 3,881.5324 | 3,881.5324 | 0.1789 | | 3,886.0046 |
| Worker | 1.2147 | 0.8248 | 8.2356 | 0.0254 | 2.9080 | 0.0177 | 2.9257 | 0.7713 | 0.0163 | 0.7876 | | 2,530.2792 | 2,530.2792 | 0.0581 | | 2,531.7314 |
| **Total** | **1.6808** | **14.9788** | **12.2840** | **0.0621** | **3.8424** | **0.0497** | **3.8921** | **1.0403** | **0.0469** | **1.0872** | | **6,411.8116** | **6,411.8116** | **0.2370** | | **6,417.7360** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.9009 | 17.4321 | 16.5752 | 0.0269 | | 0.9586 | 0.9586 | | 0.9013 | 0.9013 | 0.0000 | 2,553.3639 | 2,553.3639 | 0.6160 | | 2,568.7643 |
| **Total** | **1.9009** | **17.4321** | **16.5752** | **0.0269** | | **0.9586** | **0.9586** | | **0.9013** | **0.9013** | **0.0000** | **2,553.3639** | **2,553.3639** | **0.6160** | | **2,568.7643** |

## 3.5 Building Construction - 2021

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4662 | 14.1540 | 4.0484 | 0.0367 | 0.9343 | 0.0320 | 0.9664 | 0.2690 | 0.0306 | 0.2996 | | 3,881.5324 | 3,881.5324 | 0.1789 | | 3,886.0046 |
| Worker | 1.2147 | 0.8248 | 8.2356 | 0.0254 | 2.9080 | 0.0177 | 2.9257 | 0.7713 | 0.0163 | 0.7876 | | 2,530.2792 | 2,530.2792 | 0.0581 | | 2,531.7314 |
| **Total** | **1.6808** | **14.9788** | **12.2840** | **0.0621** | **3.8424** | **0.0497** | **3.8921** | **1.0403** | **0.0469** | **1.0872** | | **6,411.8116** | **6,411.8116** | **0.2370** | | **6,417.7360** |

## 3.5 Building Construction - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **1.7062** | **15.6156** | **16.3634** | **0.0269** | | **0.8090** | **0.8090** | | **0.7612** | **0.7612** | | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

## 3.5 Building Construction - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4349 | 13.3751 | 3.8131 | 0.0363 | 0.9344 | 0.0279 | 0.9623 | 0.2690 | 0.0266 | 0.2956 | | 3,844.0175 | 3,844.0175 | 0.1708 | | 3,848.2863 |
| Worker | 1.1352 | 0.7399 | 7.5585 | 0.0245 | 2.9080 | 0.0173 | 2.9253 | 0.7713 | 0.0159 | 0.7873 | | 2,438.3873 | 2,438.3873 | 0.0520 | | 2,439.6877 |
| **Total** | **1.5701** | **14.1150** | **11.3716** | **0.0608** | **3.8424** | **0.0451** | **3.8876** | **1.0403** | **0.0426** | **1.0829** | | **6,282.4048** | **6,282.4048** | **0.2228** | | **6,287.9740** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 |
| **Total** | **1.7062** | **15.6156** | **16.3634** | **0.0269** | | **0.8090** | **0.8090** | | **0.7612** | **0.7612** | **0.0000** | **2,554.3336** | **2,554.3336** | **0.6120** | | **2,569.6322** |

## 3.5 Building Construction - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.4349 | 13.3751 | 3.8131 | 0.0363 | 0.9344 | 0.0279 | 0.9623 | 0.2690 | 0.0266 | 0.2956 | | 3,844.0175 | 3,844.0175 | 0.1708 | | 3,848.2863 |
| Worker | 1.1352 | 0.7399 | 7.5585 | 0.0245 | 2.9080 | 0.0173 | 2.9253 | 0.7713 | 0.0159 | 0.7873 | | 2,438.3873 | 2,438.3873 | 0.0520 | | 2,439.6877 |
| **Total** | **1.5701** | **14.1150** | **11.3716** | **0.0608** | **3.8424** | **0.0451** | **3.8876** | **1.0403** | **0.0426** | **1.0829** | | **6,282.4048** | **6,282.4048** | **0.2228** | | **6,287.9740** |

## 3.6 Paving - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1028 | 11.1249 | 14.5805 | 0.0228 | | 0.5679 | 0.5679 | | 0.5225 | 0.5225 | | 2,207.6603 | 2,207.6603 | 0.7140 | | 2,225.5104 |
| Paving | 1.0074 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.1102** | **11.1249** | **14.5805** | **0.0228** | | **0.5679** | **0.5679** | | **0.5225** | **0.5225** | | **2,207.6603** | **2,207.6603** | **0.7140** | | **2,225.5104** |

## 3.6 Paving - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0481 | 0.0314 | 0.3203 | 1.0400e-003 | 0.1232 | 7.3000e-004 | 0.1240 | 0.0327 | 6.7000e-004 | 0.0334 | | 103.3215 | 103.3215 | 2.2000e-003 | | 103.3766 |
| **Total** | **0.0481** | **0.0314** | **0.3203** | **1.0400e-003** | **0.1232** | **7.3000e-004** | **0.1240** | **0.0327** | **6.7000e-004** | **0.0334** | | **103.3215** | **103.3215** | **2.2000e-003** | | **103.3766** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 1.1028 | 11.1249 | 14.5805 | 0.0228 | | 0.5679 | 0.5679 | | 0.5225 | 0.5225 | 0.0000 | 2,207.6603 | 2,207.6603 | 0.7140 | | 2,225.5104 |
| Paving | 1.0074 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| **Total** | **2.1102** | **11.1249** | **14.5805** | **0.0228** | | **0.5679** | **0.5679** | | **0.5225** | **0.5225** | **0.0000** | **2,207.6603** | **2,207.6603** | **0.7140** | | **2,225.5104** |

## 3.6 Paving - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.0481 | 0.0314 | 0.3203 | 1.0400e-003 | 0.1232 | 7.3000e-004 | 0.1240 | 0.0327 | 6.7000e-004 | 0.0334 | | 103.3215 | 103.3215 | 2.2000e-003 | | 103.3766 |
| **Total** | **0.0481** | **0.0314** | **0.3203** | **1.0400e-003** | **0.1232** | **7.3000e-004** | **0.1240** | **0.0327** | **6.7000e-004** | **0.0334** | | **103.3215** | **103.3215** | **2.2000e-003** | | **103.3766** |

## 3.7 Architectural Coating - 2022

**Unmitigated Construction On-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 268.5288 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2045 | 1.4085 | 1.8136 | 2.9700e-003 | | 0.0817 | 0.0817 | | 0.0817 | 0.0817 | | 281.4481 | 281.4481 | 0.0183 | | 281.9062 |
| **Total** | **268.7334** | **1.4085** | **1.8136** | **2.9700e-003** | | **0.0817** | **0.0817** | | **0.0817** | **0.0817** | | **281.4481** | **281.4481** | **0.0183** | | **281.9062** |

## 3.7 Architectural Coating - 2022

### Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.2277 | 0.1484 | 1.5160 | 4.9100e-003 | 0.5833 | 3.4700e-003 | 0.5867 | 0.1547 | 3.1900e-003 | 0.1579 | | 489.0551 | 489.0551 | 0.0104 | | 489.3159 |
| **Total** | **0.2277** | **0.1484** | **1.5160** | **4.9100e-003** | **0.5833** | **3.4700e-003** | **0.5867** | **0.1547** | **3.1900e-003** | **0.1579** | | **489.0551** | **489.0551** | **0.0104** | | **489.3159** |

### Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 268.5288 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.2045 | 1.4085 | 1.8136 | 2.9700e-003 | | 0.0817 | 0.0817 | | 0.0817 | 0.0817 | 0.0000 | 281.4481 | 281.4481 | 0.0183 | | 281.9062 |
| **Total** | **268.7334** | **1.4085** | **1.8136** | **2.9700e-003** | | **0.0817** | **0.0817** | | **0.0817** | **0.0817** | **0.0000** | **281.4481** | **281.4481** | **0.0183** | | **281.9062** |

## 3.7 Architectural Coating - 2022

**Mitigated Construction Off-Site**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 |
| Worker | 0.2277 | 0.1484 | 1.5160 | 4.9100e-003 | 0.5833 | 3.4700e-003 | 0.5867 | 0.1547 | 3.1900e-003 | 0.1579 | | 489.0551 | 489.0551 | 0.0104 | | 489.3159 |
| **Total** | **0.2277** | **0.1484** | **1.5160** | **4.9100e-003** | **0.5833** | **3.4700e-003** | **0.5867** | **0.1547** | **3.1900e-003** | **0.1579** | | **489.0551** | **489.0551** | **0.0104** | | **489.3159** |

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 4.4158 | 17.8603 | 59.2592 | 0.2126 | 21.5782 | 0.1652 | 21.7434 | 5.7595 | 0.1539 | 5.9135 | | 21,462.0080 | 21,462.0080 | 0.6771 | | 21,478.9357 |
| Unmitigated | 4.4158 | 17.8603 | 59.2592 | 0.2126 | 21.5782 | 0.1652 | 21.7434 | 5.7595 | 0.1539 | 5.9135 | | 21,462.0080 | 21,462.0080 | 0.6771 | | 21,478.9357 |

## 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| General Light Industry | 3,494.16 | 661.73 | 340.89 | 7,704,765 | 7,704,765 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Total | 3,494.16 | 661.73 | 340.89 | 7,704,765 | 7,704,765 |

## 4.3 Trip Type Information

| | Miles | | | Trip % | | | Trip Purpose % | | |
|---|---|---|---|---|---|---|---|---|---|
| Land Use | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| General Light Industry | 9.50 | 7.30 | 7.30 | 59.00 | 28.00 | 13.00 | 92 | 5 | 3 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 |

## 4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| General Light Industry | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |
| Parking Lot | 0.612822 | 0.036208 | 0.182365 | 0.105071 | 0.013933 | 0.005011 | 0.012748 | 0.021514 | 0.002168 | 0.001529 | 0.005280 | 0.000629 | 0.000720 |

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| NaturalGas Unmitigated | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 28664.2 | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.3091** | **2.8102** | **2.3606** | **0.0169** | | **0.2136** | **0.2136** | | **0.2136** | **0.2136** | | **3,372.2557** | **3,372.2557** | **0.0646** | **0.0618** | **3,392.2953** |

**Mitigated**

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land Use | kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
| General Light Industry | 28.6642 | 0.3091 | 2.8102 | 2.3606 | 0.0169 | | 0.2136 | 0.2136 | | 0.2136 | 0.2136 | | 3,372.2557 | 3,372.2557 | 0.0646 | 0.0618 | 3,392.2953 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| **Total** | | **0.3091** | **2.8102** | **2.3606** | **0.0169** | | **0.2136** | **0.2136** | | **0.2136** | **0.2136** | | **3,372.2557** | **3,372.2557** | **0.0646** | **0.0618** | **3,392.2953** |

## 0 Area Detail

### 1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| Unmitigated | 12.3333 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |

## 6.2 Area by SubCategory

**Unmitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.4714 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 10.8491 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0128 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| **Total** | **12.3333** | **1.2600e-003** | **0.1384** | **1.0000e-005** | | **4.9000e-004** | **4.9000e-004** | | **4.9000e-004** | **4.9000e-004** | | **0.2966** | **0.2966** | **7.8000e-004** | | **0.3161** |

### 6.2 Area by SubCategory

**Mitigated**

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.4714 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 10.8491 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Landscaping | 0.0128 | 1.2600e-003 | 0.1384 | 1.0000e-005 | | 4.9000e-004 | 4.9000e-004 | | 4.9000e-004 | 4.9000e-004 | | 0.2966 | 0.2966 | 7.8000e-004 | | 0.3161 |
| **Total** | **12.3333** | **1.2600e-003** | **0.1384** | **1.0000e-005** | | **4.9000e-004** | **4.9000e-004** | | **4.9000e-004** | **4.9000e-004** | | **0.2966** | **0.2966** | **7.8000e-004** | | **0.3161** |

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

## 0.0 Stationary Equipment

**re Pumps and Emergency Generators**

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|---|---|---|---|---|---|---|

**Boilers**

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|---|---|---|---|---|---|

**User Defined Equipment**

| Equipment Type | Number |
|---|---|

## 11.0 Vegetation

Start date and time 05/21/21 11:33:39

AERSCREEN 16216

Redwood Tech at 101 Construction

Redwood Tech at 101 Construction

---------- DATA ENTRY VALIDATION ----------

| | METRIC | ENGLISH |
|---|---|---|
| ** AREADATA ** | ---------- | ---------- |
| Emission Rate: | 0.280E-02 g/s | 0.223E-01 lb/hr |
| Area Height: | 3.00 meters | 9.84 feet |
| Area Source Length: | 500.00 meters | 1640.42 feet |
| Area Source Width: | 235.00 meters | 771.00 feet |
| Vertical Dimension: | 1.50 meters | 4.92 feet |
| Model Mode: | URBAN | |
| Population: | 44686 | |
| Dist to Ambient Air: | 1.0 meters | 3. feet |

** BUILDING DATA **

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

No Building Downwash Parameters

** TERRAIN DATA **

No Terrain Elevations

Source Base Elevation:  0.0 meters  0.0  feet

Probe distance:  5000. meters  16404. feet

No flagpole receptors

No discrete receptors used

** FUMIGATION DATA **

No fumigation requested

** METEOROLOGY DATA **

Min/Max Temperature:  250.0 / 310.0 K  -9.7 /  98.3 Deg F

Minimum Wind Speed:  0.5 m/s

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
 Anemometer Height:   10.000 meters


 Dominant Surface Profile: Urban

 Dominant Climate Type:    Average Moisture


 Surface friction velocity (u*): not adjusted

DEBUG OPTION ON





 AERSCREEN output file:

 2021.05.21_RedwoodTech_Construction.out



 *** AERSCREEN Run is Ready to Begin





 No terrain used, AERMAP will not be run
**************************************************


SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season              Albedo     Bo       zo

Winter               0.35     1.50     1.000

Spring               0.14     1.00     1.000

Summer               0.16     2.00     1.000

Autumn               0.18     2.00     1.000


Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl


Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl


Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl


Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl


Buildings and/or terrain present or rectangular area source, skipping probe


FLOWSECTOR   started 05/21/21 11:37:02
 *******************************************


  Running AERMOD

 Processing Winter


Processing surface roughness sector  1
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
****************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
****************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  30

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ******************************************

  Running AERMOD

 Processing Spring

Processing surface roughness sector  1

*****************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

*****************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   6


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   7


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  30


    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 *****************************************


  Running AERMOD

 Processing Summer


Processing surface roughness sector  1
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
****************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

****************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

****************************************************
Processing wind flow sector   7
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  30


    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 *******************************************


  Running AERMOD

 Processing Autumn


Processing surface roughness sector  1


*****************************************************

Processing wind flow sector   1


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


*****************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************
Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************
Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************
Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20


    ********   WARNING MESSAGES   ********
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
                ***  NONE  ***

****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25

    ********   WARNING MESSAGES   ********
                ***  NONE  ***

****************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  30

    ********   WARNING MESSAGES   ********
                ***  NONE  ***

FLOWSECTOR   ended 05/21/21 11:37:29

REFINE       started 05/21/21 11:37:29

 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0

    ********   WARNING MESSAGES   ********
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
                *** NONE ***


REFINE       ended 05/21/21 11:37:31


 ***********************************************

 AERSCREEN Finished Successfully

 With no errors or warnings

 Check log file for details

 ***********************************************


 Ending date and time  05/21/21 11:37:32
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
 Concentration     Distance Elevation  Diag  Season/Month   Zo sector       Date
 H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS     HT
REF TA     HT
   0.96905E+00         0.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10066E+01        25.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10435E+01        50.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10779E+01        75.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11099E+01       100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11401E+01       125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11684E+01       150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11949E+01       175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12201E+01       200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12438E+01       225.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12668E+01       250.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
*  0.12680E+01       252.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12172E+01       275.00      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.93404E+00       300.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.81472E+00       325.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.72652E+00       350.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
310.0    2.0
   0.66507E+00       375.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.61325E+00       400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.57516E+00       425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.54137E+00       450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51094E+00       475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.48327E+00       500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45823E+00       525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43513E+00       550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41394E+00       575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39463E+00       600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37672E+00       625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36005E+00       650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34459E+00       675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33031E+00       700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31697E+00       725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30463E+00       750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29281E+00       775.00      0.00   0.0        Winter       0-360   10011001
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28187E+00       800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27172E+00       825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26202E+00       850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25298E+00       875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24446E+00       900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23637E+00       925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22867E+00       950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22144E+00       975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21465E+00      1000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20825E+00      1025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20206E+00      1050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19619E+00      1075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19059E+00      1100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18528E+00      1125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18025E+00      1150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17545E+00      1175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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   0.17080E+00      1200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16638E+00      1225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16216E+00      1250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15815E+00      1275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15432E+00      1300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15065E+00      1325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14711E+00      1350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14367E+00      1375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14035E+00      1400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13717E+00      1425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13413E+00      1450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13120E+00      1475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12840E+00      1500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12570E+00      1525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12310E+00      1550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12060E+00      1575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11820E+00      1600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.11586E+00      1625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11358E+00      1650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11139E+00      1675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10925E+00      1700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10718E+00      1725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10518E+00      1750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10324E+00      1775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10137E+00      1800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.99561E-01      1825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.97809E-01      1850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.96113E-01      1875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.94469E-01      1900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.92875E-01      1925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.91330E-01      1950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.89830E-01      1975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.88349E-01      2000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.86912E-01      2025.00      0.00   0.0        Winter       0-360   10011001
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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.85517E-01      2050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.84161E-01      2075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.82844E-01      2100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.81564E-01      2125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.80318E-01      2150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.79107E-01      2175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.77928E-01      2200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.76781E-01      2225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.75654E-01      2250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.74554E-01      2275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.73483E-01      2300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.72439E-01      2325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.71422E-01      2350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.70430E-01      2375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.69462E-01      2400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.68518E-01      2425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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   0.67596E-01      2450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.66697E-01      2475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.65819E-01      2500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.64958E-01      2525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.64108E-01      2550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.63279E-01      2575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.62468E-01      2600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.61676E-01      2625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.60902E-01      2650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.60144E-01      2675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.59403E-01      2700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.58679E-01      2725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.57969E-01      2750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.57275E-01      2775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.56596E-01      2800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55931E-01      2825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55279E-01      2850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
310.0    2.0
   0.54641E-01      2875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.54016E-01      2900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.53404E-01      2925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.52804E-01      2950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.52215E-01      2975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51639E-01      3000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51073E-01      3025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.50519E-01      3050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.49975E-01      3075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.49441E-01      3100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.48917E-01      3125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.48398E-01      3150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47889E-01      3175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47390E-01      3200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.46899E-01      3225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.46418E-01      3250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45945E-01      3275.00      0.00   0.0        Winter       0-360   10011001
```

```
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45480E-01      3300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45024E-01      3325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.44576E-01      3350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.44136E-01      3375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43703E-01      3400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43275E-01      3425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.42852E-01      3450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.42436E-01      3475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.42027E-01      3500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41626E-01      3525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41231E-01      3550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40842E-01      3575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40460E-01      3600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40084E-01      3625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39714E-01      3650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39351E-01      3675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
   0.38993E-01      3700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38640E-01      3725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38293E-01      3750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37952E-01      3775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37616E-01      3800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37285E-01      3825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36961E-01      3850.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36642E-01      3875.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36327E-01      3900.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36016E-01      3925.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35710E-01      3950.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35408E-01      3975.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35110E-01      4000.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34817E-01      4025.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34527E-01      4050.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34242E-01      4075.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33960E-01      4100.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

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310.0    2.0
   0.33683E-01      4125.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33410E-01      4150.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33141E-01      4175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32876E-01      4200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32615E-01      4225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32357E-01      4250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32103E-01      4275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31852E-01      4300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31605E-01      4325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31361E-01      4350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31121E-01      4375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31400E-01      4400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31157E-01      4425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30918E-01      4450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30682E-01      4475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30449E-01      4500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30220E-01      4525.00      0.00   0.0        Winter       0-360   10011001
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29993E-01      4550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29769E-01      4575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29548E-01      4600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29329E-01      4625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29114E-01      4650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28901E-01      4675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28691E-01      4700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28484E-01      4725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28279E-01      4750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28077E-01      4775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27877E-01      4800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27679E-01      4825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27485E-01      4850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27292E-01      4875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27102E-01      4900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26914E-01      4925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
   0.26728E-01      4950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26544E-01      4975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26363E-01      5000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
```

```
Start date and time  05/21/21 11:40:48

                              AERSCREEN 16216


Redwood Tech at 101 Operation


            Redwood Tech at 101 Operation



         -----------------  DATA ENTRY VALIDATION  -----------------

                        METRIC              ENGLISH

 ** AREADATA **  ---------------     ----------------


 Emission Rate:    0.177E-02 g/s         0.141E-01 lb/hr

 Area Height:           3.00 meters           9.84 feet

 Area Source Length:  500.00 meters        1640.42 feet

 Area Source Width:   235.00 meters         771.00 feet

 Vertical Dimension:    1.50 meters           4.92 feet

 Model Mode:           URBAN

 Population:           44686

 Dist to Ambient Air:           1.0 meters             3. feet



 ** BUILDING DATA **
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

No Building Downwash Parameters

** TERRAIN DATA **

No Terrain Elevations

Source Base Elevation:  0.0 meters  0.0  feet

Probe distance:  5000. meters  16404. feet

No flagpole receptors

No discrete receptors used

** FUMIGATION DATA **

No fumigation requested

** METEOROLOGY DATA **

Min/Max Temperature:  250.0 / 310.0 K  -9.7 /  98.3 Deg F

Minimum Wind Speed:  0.5 m/s

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
 Anemometer Height:   10.000 meters


 Dominant Surface Profile: Urban

 Dominant Climate Type:    Average Moisture


 Surface friction velocity (u*): not adjusted

DEBUG OPTION ON





 AERSCREEN output file:

 2021.05.21_RedwoodTech_Operation.out



 *** AERSCREEN Run is Ready to Begin





 No terrain used, AERMAP will not be run
**************************************************


SURFACE CHARACTERISTICS & MAKEMET

Obtaining surface characteristics...
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
Using AERMET seasonal surface characteristics for Urban with Average Moisture

Season              Albedo     Bo       zo

Winter               0.35     1.50     1.000

Spring               0.14     1.00     1.000

Summer               0.16     2.00     1.000

Autumn               0.18     2.00     1.000


Creating met files aerscreen_01_01.sfc & aerscreen_01_01.pfl


Creating met files aerscreen_02_01.sfc & aerscreen_02_01.pfl


Creating met files aerscreen_03_01.sfc & aerscreen_03_01.pfl


Creating met files aerscreen_04_01.sfc & aerscreen_04_01.pfl


Buildings and/or terrain present or rectangular area source, skipping probe


FLOWSECTOR   started 05/21/21 11:46:35
 *******************************************


  Running AERMOD

 Processing Winter


Processing surface roughness sector  1
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
****************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
****************************************************
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  15

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  20

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  25

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Winter sector  30

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 ******************************************

  Running AERMOD

 Processing Spring

Processing surface roughness sector  1

*****************************************************

Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   0

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

*****************************************************

Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector   5
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  10


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  20
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   6


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  25


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************

Processing wind flow sector   7


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Spring sector  30


    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 *****************************************


  Running AERMOD

 Processing Summer


Processing surface roughness sector  1
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
****************************************************
Processing wind flow sector   1

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   0

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   2

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector   5

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
Processing wind flow sector   3

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  10

    ********   WARNING MESSAGES   ********
               ***  NONE  ***

****************************************************
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
Processing wind flow sector   4

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  15

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

****************************************************
Processing wind flow sector   5

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  20

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  25

    ********   WARNING MESSAGES   ********

               ***  NONE  ***

****************************************************
Processing wind flow sector   7
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Summer sector  30


    ********   WARNING MESSAGES   ********

               ***  NONE  ***

 *******************************************


  Running AERMOD

 Processing Autumn


Processing surface roughness sector  1


*****************************************************

Processing wind flow sector   1


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   0


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


*****************************************************

Processing wind flow sector   2


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector   5
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************
Processing wind flow sector   3


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  10


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************
Processing wind flow sector   4


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  15


    ********   WARNING MESSAGES   ********

               ***  NONE  ***


****************************************************
Processing wind flow sector   5


 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  20


    ********   WARNING MESSAGES   ********
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
                ***  NONE  ***

****************************************************
Processing wind flow sector   6

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  25

    ********   WARNING MESSAGES   ********
                ***  NONE  ***

****************************************************
Processing wind flow sector   7

 AERMOD Finishes Successfully for FLOWSECTOR stage 2 Autumn sector  30

    ********   WARNING MESSAGES   ********
                ***  NONE  ***

FLOWSECTOR   ended 05/21/21 11:47:00

REFINE       started 05/21/21 11:47:00

 AERMOD Finishes Successfully for REFINE stage 3 Winter sector   0

    ********   WARNING MESSAGES   ********
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
                *** NONE ***


REFINE       ended 05/21/21 11:47:02


 ***********************************************

 AERSCREEN Finished Successfully

 With no errors or warnings

 Check log file for details

 ***********************************************


 Ending date and time  05/21/21 11:47:04
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
 Concentration     Distance Elevation  Diag  Season/Month   Zo sector       Date
 H0     U*     W*  DT/DZ ZICNV ZIMCH  M-O LEN    Z0  BOWEN ALBEDO  REF WS     HT
REF TA     HT
   0.61342E+00         0.99      0.00  10.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.63722E+00        25.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.66055E+00        50.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.68230E+00        75.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.70261E+00       100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.72168E+00       125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.73959E+00       150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.75641E+00       175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.77233E+00       200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.78736E+00       225.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.80190E+00       250.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
*  0.80267E+00       252.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.77050E+00       275.00      0.00  25.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.59126E+00       300.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51573E+00       325.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45990E+00       350.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
310.0    2.0
   0.42100E+00       375.00      0.00  20.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38820E+00       400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36408E+00       425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34270E+00       450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32343E+00       475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30591E+00       500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29007E+00       525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27544E+00       550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26203E+00       575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24980E+00       600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23847E+00       625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22791E+00       650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21813E+00       675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20909E+00       700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20065E+00       725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19284E+00       750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18535E+00       775.00      0.00   0.0        Winter       0-360   10011001
```

```
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17843E+00       800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17200E+00       825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16586E+00       850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16014E+00       875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.15475E+00       900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14963E+00       925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14475E+00       950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.14017E+00       975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13588E+00      1000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.13183E+00      1025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12791E+00      1050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12419E+00      1075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.12065E+00      1100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11729E+00      1125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11410E+00      1150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.11106E+00      1175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
   0.10812E+00      1200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10532E+00      1225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10265E+00      1250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.10011E+00      1275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.97684E-01      1300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.95365E-01      1325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.93123E-01      1350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.90944E-01      1375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.88845E-01      1400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.86833E-01      1425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.84905E-01      1450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.83054E-01      1475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.81276E-01      1500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.79568E-01      1525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.77925E-01      1550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.76344E-01      1575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.74821E-01      1600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

```
310.0    2.0
   0.73340E-01      1625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.71898E-01      1650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.70508E-01      1675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.69156E-01      1700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.67845E-01      1725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.66578E-01      1750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.65353E-01      1775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.64169E-01      1800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.63024E-01      1825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.61914E-01      1850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.60840E-01      1875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.59800E-01      1900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.58791E-01      1925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.57813E-01      1950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.56863E-01      1975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55926E-01      2000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.55016E-01      2025.00      0.00   0.0        Winter       0-360   10011001
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.54133E-01      2050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.53275E-01      2075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.52441E-01      2100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.51631E-01      2125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.50842E-01      2150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.50076E-01      2175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.49329E-01      2200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.48603E-01      2225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47890E-01      2250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.47194E-01      2275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.46516E-01      2300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45855E-01      2325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.45211E-01      2350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.44583E-01      2375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43970E-01      2400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.43373E-01      2425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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   0.42789E-01      2450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.42220E-01      2475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41664E-01      2500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.41119E-01      2525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40581E-01      2550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.40056E-01      2575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39543E-01      2600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.39042E-01      2625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38551E-01      2650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.38072E-01      2675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37603E-01      2700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.37144E-01      2725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36695E-01      2750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.36256E-01      2775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35826E-01      2800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.35405E-01      2825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34992E-01      2850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
```

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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310.0    2.0
   0.34589E-01      2875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.34193E-01      2900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33805E-01      2925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33425E-01      2950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.33053E-01      2975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32688E-01      3000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.32330E-01      3025.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31979E-01      3050.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31635E-01      3075.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.31297E-01      3100.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30965E-01      3125.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30637E-01      3150.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.30314E-01      3175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29998E-01      3200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29688E-01      3225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29383E-01      3250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.29084E-01      3275.00      0.00   0.0        Winter       0-360   10011001
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Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28790E-01      3300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28501E-01      3325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.28217E-01      3350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27939E-01      3375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27665E-01      3400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27393E-01      3425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.27126E-01      3450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26863E-01      3475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26604E-01      3500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26350E-01      3525.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.26099E-01      3550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25854E-01      3575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25612E-01      3600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25374E-01      3625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.25140E-01      3650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24909E-01      3675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
```

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   0.24683E-01      3700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24460E-01      3725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24240E-01      3750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.24024E-01      3775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23812E-01      3800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23602E-01      3825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23397E-01      3850.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.23195E-01      3875.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22996E-01      3900.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22799E-01      3925.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22605E-01      3950.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22414E-01      3975.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22225E-01      4000.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.22039E-01      4025.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21856E-01      4050.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21675E-01      4075.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21497E-01      4100.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
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310.0    2.0
   0.21322E-01      4125.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.21149E-01      4150.00      0.00   5.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20978E-01      4175.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20811E-01      4200.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20645E-01      4225.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20482E-01      4250.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20321E-01      4275.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20163E-01      4300.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.20007E-01      4325.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19852E-01      4350.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19700E-01      4375.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19877E-01      4400.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19723E-01      4425.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19572E-01      4450.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19422E-01      4475.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19275E-01      4500.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.19129E-01      4525.00      0.00   0.0        Winter       0-360   10011001
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-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18986E-01      4550.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18844E-01      4575.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18704E-01      4600.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18566E-01      4625.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18429E-01      4650.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18295E-01      4675.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18162E-01      4700.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.18031E-01      4725.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17901E-01      4750.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17773E-01      4775.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17646E-01      4800.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17521E-01      4825.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17398E-01      4850.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17276E-01      4875.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17156E-01      4900.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.17037E-01      4925.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
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   0.16919E-01      4950.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16803E-01      4975.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
   0.16688E-01      5000.00      0.00   0.0        Winter       0-360   10011001
-1.30  0.043 -9.000  0.020 -999.   21.      6.0 1.000   1.50   0.35    0.50   10.0
310.0    2.0
```

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

**SOIL WATER AIR PROTECTION ENTERPRISE**
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Santa Monica, California 90405
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Mobil: (310) 795-2335
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**Email:** prosenfeld@swape.com

# *Paul Rosenfeld, Ph.D.*

**Chemical Fate and Transport & Air Dispersion Modeling**

*Principal Environmental Chemist*

**Risk Assessment & Remediation Specialist**

## Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

## Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

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## Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex $H_2O$ Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

## Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

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**Rosenfeld, P.E**. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

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Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

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**Rosenfeld, P.E.,** and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

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**Rosenfeld, P.E.,** Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

**Rosenfeld, P.E**., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

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## Presentations:

**Rosenfeld, P.E.,** Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

**Rosenfeld, P.E**. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

**Rosenfeld, P.E.** (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

**Rosenfeld, P. E.** (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld, P. E.** (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.



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**Rosenfeld, P. E.** (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

**Rosenfeld P. E.** (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

**Rosenfeld P. E.** (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

**Paul Rosenfeld Ph.D**. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

**Paul Rosenfeld Ph.D**. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

**Paul Rosenfeld Ph.D**. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

**Paul Rosenfeld Ph.D**. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

**Paul Rosenfeld Ph.D**. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

**Paul Rosenfeld Ph.D**. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld Ph.D**. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

**Paul Rosenfeld, Ph.D.** (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.



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**Paul Rosenfeld, Ph.D.** (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

**Rosenfeld, P. E**., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

**Paul Rosenfeld, Ph.D.** and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*.. Lecture conducted from Hyatt Regency Phoenix Arizona.

**Paul Rosenfeld, Ph.D.** (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

**Paul Rosenfeld, Ph.D**. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E**. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E**. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

**Rosenfeld, P.E.** and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

**Rosenfeld, P.E**. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

**Rosenfeld. P.E.** (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

**Rosenfeld. P.E. (**October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

**Rosenfeld, P.E. (**2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

**Rosenfeld, P.E**., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.**, and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

**Rosenfeld, P.E.**, C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

**Rosenfeld, P.E.**, C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.



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**Rosenfeld, P.E,** C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

**Rosenfeld, P.E.**, C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

## Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

## Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993



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## Deposition and/or Trial Testimony:

In the United States District Court For The Southern District of Illinois
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 3:19-cv-00302-SMY-GCS
Rosenfeld Deposition. 2-19-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, *Plaintiff,* vs. Marathon Petroleum, LP, *Defendant.*
Case No.: 1716-CV10006
Rosenfeld Deposition. 8-30-2019

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs,* vs. United States Metals Refining Company et. al. *Defendant.*
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs,* vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant.*
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No.: No. BC615636
Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No.: No. BC646857
Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiff vs. The 3M Company et al., Defendants
Case: No 1:16-cv-02531-RBJ
Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No 1923
Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No C12-01481
Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition, 8-23-2017



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In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case: No 1:19-cv-00315-RHW
Rosenfeld Deposition, 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs,* vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al.,, et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No,: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015



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SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Santa Monica, CA 90405

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## Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization**
**Investigation and Remediation Strategies**
**Litigation Support and Testifying Expert**
**Industrial Stormwater Compliance**
**CEQA Review**

**Education:**

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

**Professional Certifications:**

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

**Professional Experience:**

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

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- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

**Senior Regulatory and Litigation Support Analyst:**

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 150 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.



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- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

**Executive Director:**

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

**Hydrogeology:**

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted



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public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

**Policy:**

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific



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principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

**Geology:**

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

**Teaching:**

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

**Invited Testimony, Reports, Papers and Presentations:**

**Hagemann, M.F**., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

**Hagemann, M.F**., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

**Hagemann, M.F.,** 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Coloradao.

**Hagemann, M.F.,** 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).



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**Hagemann, M.F.**, 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

**Hagemann, M.F.,** 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

**Hagemann, M.F.,** 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

**Hagemann, M.F**., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

**Hagemann, M.F**., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal repesentatives, Parker, AZ.

**Hagemann, M.F**., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

**Hagemann, M.F**., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

**Hagemann, M.F**., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

**Hagemann, M.F**., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F**., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F**., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

**Hagemann, M.F**., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

**Hagemann, M.F**., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.



Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

**Hagemann, M.F**., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

**Hagemann, M.F**., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

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**Hagemann, M.F**., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

**Hagemann, M.F**., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

**Hagemann, M.F**., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

**Hagemann, M.F**., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

**Hagemann, M.F**., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

**Hagemann, M. F**., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

**Hagemann, M.F**., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

**Hagemann, M.**F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

**Hagemann, M.F**., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.



Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

**Hagemann, M.F**., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

**Other Experience:**

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

Attachment: Item 1 - Supplement 3 (Public Comment) (3085 : Trammell Crow Redwood Tech at 101)

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# ATTACHMENT B

SMITH ENGINEERING & MANAGEMENT

May 20, 2021

Ms. Kendra Hartmann
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

**Subject: RedwoodTech@101 Project**

P21015

Dear Ms. Hartmann:

Per your request, I reviewed the Documentation for the RedwoodTech@101 Project (the "Project") in the City of Morgan Hill (the "City"). My review is with respect to transportation and circulation considerations despite the fact that the current documentation contains no transportation analysis.

My qualifications to perform this review include registration as a Civil and Traffic Engineer in California, over 50 years professional consulting practice in these fields and both preparation and review of the traffic and transportation components of numerous environmental documents prepared under the California Environmental Quality Act ("CEQA"). My professional resume is attached hereto.

**The Project Is Best Described as a Business Park, a Category of Land Use That Generates Significant Numbers of Daily, AM and PM Peak Trips.**

The Applicant's documentation describes the Project as follows: "The property will be reconfigured into 4 legal lots with 5 buildings designated for flexible industrial and commercial uses, including advanced manufacturing, warehouse, supporting office, and similar industrial and commercial uses totaling up to 501,314 square feet." The documentation goes on to state that "All 5 buildings are designed to be divisible into 2 or 3 tenant spaces." This description

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corresponds to the description for Land Use Category 770, Business Park in the Institute of Transportation Engineers' *Trip Generation, 10th Edition*. That description states "A business park consists of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial, or scientific research functions."

*Trip Generation, 10th Edition* indicates the following equations for estimating daily trips at a Business Park:

Daily: T = 10.62(X) = 715.67
AM Peak Ln(T) = .97 Ln(X) + 0.49
PM Peak Ln(T) = .90 Ln(X) + 0.85 where T equals trips and X equals building floor area in thousands of square feet.

With the Project's building area of 501.314 thousand square feet, these equations give trip totals of 6040 trips daily, 818 in the AM peak hour and 629 in the PM peak hour. The peak hour trip totals far exceed both the City and the Santa Clara County Valley Transportation Authority ("VTA") guidelines for new peak hour trip levels where a Transportation Impact Report becomes required.[1] Yet no transportation impact analysis for the Project has been performed.

**The City Knew or Should Have Known that the Project Would Cause Intersections in the Vicinity to Operate at Worse than LOS D**

In May 2020 the City circulated a Draft EIR for a larger development project, the Morgan Hill Technology Center Mixed Use Project, which included the current RedwoodTech@101 Project as a part. That DEIR disclosed that the mixed-use project would have caused conditions at three intersections in the immediate vicinity to deteriorate from LOS B or C to LOS F in one or the other of the peak hours:

- The intersection of Cochrane Road with DePaul Drive would deteriorate in the PM peak hour from 18.7 seconds average delay per vehicle and LOS B to 101 seconds per vehicle and LOS F.

[1] The VTA policy requires a transportation impact analysis to be performed whenever a project adds 100 or more peak hour trips to the roadway system. The City policy is slightly more stringent, requiring a transportation impact report when a project adds 50 to 99 peak hour trips that would logically affect a nearby intersection or intersections operating at LOS D or worse or one(s) that are projected to operate at LOS D or worse when traffic from already approved but not yet completed projects is added. At or above 100 peak hour trips, the VTA requirement kicks in without necessarily identifying a nearby intersection at LOS D or worse.



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- The intersection of Cochrane Road and Mission View Drive would deteriorate in the AM peak hour from 23.0 seconds average delay per vehicle and LOS C to 94.6 seconds per vehicle and LOS F.
- The intersection of Mission View Drive and Half Road would deteriorate from 22.6 seconds average delay per vehicle and LOS C in the PM peak hour to 136.9 seconds and LOS F.

If one takes the trip generation for the RedwoodTech@101 Project as fairly calculated in the section above and assumes its share of responsibility for the delay increments disclosed in the Morgan Hill Technology Center Mixed-Use Project DEIR is proportional to the ratio of its trip generation to that of the whole Mixed-Use Project, then the following results are obtained:

- The RedwoodTech@101 Project would cause the intersection of Cochrane Road with DePaul Drive to deteriorate in the PM peak hour from 18.7 seconds average delay per vehicle and LOS B to approximately 63.55 seconds delay and LOS E in the PM peak.
- The intersection of Cochrane Road and Mission View Drive would deteriorate in the AM peak hour from 23.0 seconds average delay per vehicle and LOS C to approximately 78.99 seconds and LOS E in the AM peak.
- The intersection of Mission View Drive and Half Road would deteriorate from 22.6 seconds average delay per vehicle and LOS C in the PM peak hour to approximately 84.89 seconds and LOS F.

The fact that the revised and renamed Project could have effects on this scale should have been obvious to the City, but apparently nobody gave it any thought.

Some may argue that none of the above matters because CEQA has transitioned to the VMT metric for transportation analysis. This, however, ignores the explicit policy stated in the City's 2035 General Plan that the City continues to use LOS to evaluate impacts to transportation. Failure to conform to General Plan policies remains a matter of significance under CEQA.

**There Is No Basis for A Claim That the Project Was Somehow Analyzed In the 2035 General Plan EIR**

There is no basis for a claim that this Project was somehow analyzed in the 2035 General Plan EIR. That EIR found that at 2035 development level the intersection of Cochrane Road with DePaul Drive would operate at average delays per vehicle of 18.6 seconds and 19.8 seconds in the AM and PM peaks, respectively. It found that the intersection of Cochrane Road with Mission View Drive would operate at average delays per vehicle of 20.2 seconds and 19.0 seconds in the AM and PM peaks, respectively LOS C and B. These reported 2035 values are characteristic of what the Morgan Hill Technology Center Mixed



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Use Project DEIR reports as *existing conditions* and nothing like what it reports as conditions with development of that project. Moreover, the 2035 General Plan EIR did not even evaluate the intersection of Mission View Drive and Half Road. It would defy common sense to assert that the impacts of the current RedwoodTech@101 Project were already disclosed in the 2035 General Plan EIR.

Furthermore, preparers of the Morgan Hill Technology Center DEIR performed an analysis of projected VMT for that project and compared the results to a "No Project" alternative using the development intensity anticipated by the 2035 General Plan. The comparison indicated that development of the Technology Park would result in significantly more VMT than that anticipated by the General Plan. In attempting to cast doubt on the significance of this result, the DEIR stated this: "At the time that the General Plan EIR was prepared, it was assumed that the project site would be developed at a low intensity within the 20-year period. The development assumptions for the site included in the City's TDF model are significantly lower than development allowed on-site based on the existing General Plan and zoning designations (refer to Section 7.6.3, No Project/Existing General Plan/Zoning Development Alternative in this EIR)."[2] By acknowledging that the development of the site anticipated by the General Plan EIR was significantly less intense than that proposed by that project, the DEIR recognized that the 2035 General Plan EIR clearly does not reflect the current Project.

**Placed In Context, Approval of RedwoodTech@101 Appears To Be a Project Segmentation That Is Improper Under CEQA**

Considering that the proposed Project consists of one component, proposed by the same applicant under a new name, of the recently withdrawn Morgan Hill Technology Center Mixed Use Project, appears to be a case of project segmentation that is improper under CEQA. The City must explain how this is not a matter of piecemealing. Given the City's admission in the Staff Report that it is undertaking concurrent review of a 269-unit residential development on another portion of the former Morgan Hill Technology Center Mixed Use Project, the evidence of piecemealing is clear.

**Conclusion**

Given the above, the Project cannot be approved without further CEQA review. A full EIR on the whole of the Project should be prepared and circulated in "draft" status.

[2] See Morgan Hill Technology Center Mixed Use Project Draft EIR, page 160.



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Sincerely,

Smith Engineering & Management
A California Corporation

REGISTERED PROFESSIONAL ENGINEER
DANIEL T SMITH, JR.
No. 0938
Exp. 6-30-22
TRAFFIC
STATE OF CALIFORNIA

Daniel T. Smith Jr., P.E.
President



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# DANIEL T. SMITH, Jr.
## President

**EDUCATION**

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

**PROFESSIONAL REGISTRATION**

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

**PROFESSIONAL EXPERIENCE**

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

**Litigation Consulting**. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

**Urban Corridor Studies/Alternatives Analysis**. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

**Area Transportation Plans**. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21'st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.



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**Transportation Centers**. Project manager for Daly City Intermodal Study which developed a $7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

**Campus Transportation**. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

**Special Event Facilities**. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

**Parking.** Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

**Transportation System Management & Traffic Restraint**. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

**Bicycle Facilities**. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

**MEMBERSHIPS**

Institute of Transportation Engineers Transportation Research Board

**PUBLICATIONS AND AWARDS**

*Residential Street Design and Traffic Control*, with W. Homburger *et al*. Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

*Residential Traffic Management, State of the Art Report*, U.S. Department of Transportation, 1979.

*Improving The Residential Street Environment*, with Donald Appleyard et al., U.S. Department of Transportation, 1979.

*Strategic Concepts in Residential Neighborhood Traffic Control*, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

*Planning and Design of Bicycle Facilities: Pitfalls and New Directions*, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.



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# ATTACHMENT C

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION
CALIFORNIA
WASHINGTON
NEW YORK

WI #21-xxx

May 25, 2021

Kendra Hartmann, Esq.
Christina Caro, Esq.
Adams Broadwell Joseph & Cardozo
601 Gateway Blvd, Suite 1000
South San Francisco, California 94080

**SUBJECT:** Redwood Tech @1010 Comments on the CEQA document

Dear Ms. Hartmann and Ms. Caro,

Per your request, I have reviewed the background documents for the subject matter project, Redwood Tech @ 101, a new industrial park providing five new buildings on a vacant lot. The staff report indicates that no separate CEQA analysis is required. A previous project was proposed in this area, which also included a residential development on an adjacent lot to the east. The noise and vibration technical report for that project were reviewed for context (Morgan Hill Technology Park, Draft EIR, Appendix G, "Fry's Site Noise and Vibration Assessment – Morgan Hill, California," March 9, 2020, prepared by Illingworth and Rodkin,) referenced as "prior analysis".

## Noise Impacts at Noise Sensitive Land Uses not Properly Identified

The construction noise analysis in the prior analysis appears to rely on incorrect distances between the noise sensitive land use and the project construction. Construction noise analyses can be done using the shortest distance between the noise sensitive land use and the work area for the project, or it can be done using the distance from the noise sensitive land use to the center, or possibly the centroid of the project. Given that the extent of the prior project was so large (89 acres), using either of these distances would potentially over-estimate or under-estimate the actual impacts, respectively.

The prior analysis identified a significance threshold of 60 dBA hourly Leq for construction noise received at residential land use and 70 dBA hourly Leq received at commercial land use and exceed the ambient noise environment by at least 5 dBA for more than one year would constitute a significant temporary noise increase.

In the prior analysis, only a short-term noise measurement was made near the residential neighborhood on Tolusa Place (ST-1) measuring two short 10-minute periods ranging from 58 to 62 dBA Leq; given the location's distance from the main arterial and highway noise sources, it is

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expected that the ambient at the future residential project, which is being permitted concurrently, would be more similar to the noise measurement data collected at ST-2 near the medical facilities which yielded 64 dBA Leq. According to the prior analysis, construction noise which exceeds 60 dBA Leq and 63 dBA Leq over the course of a year would be significant at the Tolusa Place residents, and construction noise which exceeds 60 dBA Leq and 68 dBA Leq over the course of the year would be significant at the future residential project.

For context, the Oakland Noise Ordinance limits long-term construction projects that last more than 10 days to 65 dBA at residential land use and 70 at commercial land use, regardless of the existing ambient conditions[1]. From this perspective the one year requirement to determine significance seems particularly lenient.

The prior analysis relies upon construction equipment noise provided by the FHWA in their Roadway Construction Noise Model. This is common practice as there are many similarities in equipment and noise levels. The prior analysis does not disclose the specific noise level assumptions for each construction phase. Table 1 below extrapolates those values, and these extrapolated source levels provide the same values reported in Tables 7 and 8 of the prior analysis.

***Table 1 Extrapolated Construction Source Levels and Activity Duration from Prior Analysis***

| Construction Phase | Housing Project | | Office/Light Industrial | |
|---|---|---|---|---|
| | Construction Noise Source Levels[1] (dBA) | Duration (Days) | Construction Noise Source Levels[1] (dBA) | Duration (Days) |
| Site Preparation | 84 | 20 | 84 | 5 |
| Grading | 87 | 45 | 85 | 8 |
| Trenching | 79 | 20 | 79 | 10 |
| Build Exterior | 80 | 440 | 83 | 230 |
| Build Interior | 72 | 35 | 75 | 18 |
| Paving | 82 | 35 | 83 | 18 |
| Note 1: noise levels at 50 ft distance | | | | |

Focusing attention only on the residential area on Tolusa Place and the future residential project, Tables 2 and 3 provide updated analyses of the construction noise impacts. Since the current project and the residential project are being permitted concurrently, the cumulative effect could be to cause the residents in this area to experience a full year or more of construction noise. The noise levels at the east residential neighborhood would exceed 60 dBA Leq and the existing environment of 58 dBA would be increased by 5 dBA or more for a period of a year or more.

***Table 2 Construction Noise Impacts at East Residential Neighborhood***

| Construction Phase | Residential Construction Source to Tolusa Pl | Commercial Project Source to Tolusa Pl |
|---|---|---|

[1] Oakland Planning Code 17.120.050, Table 17.120.05, accessed via the web on 5/24/21. https://library.municode.com/ca/oakland/codes/planning_code?nodeId=TIT17PL_CH17.120PEST_17.120.050NO

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| | Distance to Center: 440 ft | Distance to nearest PL 50 ft | Distance to Center: 1340 ft | Distance to nearest PL 880 ft |
|---|---|---|---|---|
| Site Preparation | **65** | **84** | 55 | 59 |
| Grading | **68** | **87** | 56 | 60 |
| Trenching | 60 | **79** | 50 | 54 |
| Build Exterior | **61** | **80** | 54 | 58 |
| Build Interior | 53 | **72** | 46 | 50 |
| Paving | **63** | **82** | 54 | 58 |

The future residential project would be slightly closer to existing noise sources such as Hwy 101, but still within 50 ft of the project construction. If completed prior to the commercial project, some number of homes within the future residential project would be exposed to a significant noise impact as shown in Table 3. The noise levels would exceed 60 dBA Leq and the existing environment of 64 dBA would be increased by 5 dBA or more for a period of a year or more.

***Table 3 Construction Noise Impacts from Commercial Buildings at Future Residential Project***

| Construction Phase | Commercial Project Source to Future Residential Project | |
|---|---|---|
| | Distance to Center: 515 ft | Distance to nearest PL 50 ft |
| Site Preparation | **64** | **84** |
| Grading | **65** | **85** |
| Trenching | 59 | **79** |
| Build Exterior | **63** | **83** |
| Build Interior | 55 | **75** |
| Paving | **63** | **83** |

CEQA impact analysis should be provided to determine mitigation measures to address these temporary, substantial noise impacts such as buffer distances and sound barriers. Adequate materials for such sound barriers would include temporary barriers using STC 20-25 blankets on a tubular steel frame or scaffolding or 3 PSF wood frame barriers (e.g., using ¾" thick plywood)[2]. In any case the material should overlap or otherwise be constructed to avoid gaps of any size, and should be high enough to block line of sight between the construction noise sources and the affected windows. The sound barrier has to interrupt the line of sight between the source(s) and the receiver(s) and the best placement to maximize the sound barrier benefit is close the source or close to the receiver.

[2] FHWA *Highway Noise Barrier Design Handbook*, February 2020, pp. 25-27, indicates that materials with a transmission loss of 20 dB or better are well suited for noise barriers, and that the corresponding STC rating is usually 5 to 10 points less than its transmission loss. Practically speaking, many common materials are available with STC 25 or TL 20 to the necessary performance for a construction sound wall. Accessed via the web March 18, 2021. https://rosap.ntl.bts.gov/view/dot/38373/dot_38373_DS1.pdf

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## Conclusions

The construction noise analysis for the prior project appears to contain some errors which could lead one to conclude that construction activities for the proposed project and the future residential project could be less than significant. Mitigation measures would be required to reduce the construction noise impact.

Please feel free to contact me with any questions on this information.

Very truly yours,

WILSON IHRIG

Deborah A. Jue, INCE-USA
Principal

redwoodtech @ 101_noise review_wilson ihrig.docx

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WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

# DEBORAH JUE

*Principal*

Since joining Wilson Ihrig in 1990, Ms. Jue has been involved in with many projects from environmental assessments and entitlements, through design development, construction documents and construction administration support. As an acoustical consultant, she has provided noise measurement, analysis and recommendations to control noise and vibration both at the interior of the project and at the neighboring properties. She has authored many reports concerning compliance with the requirements of California Noise Insulation Standards, Title 24, local Noise Elements, environmental assessments and Federal noise criteria, and is well aware of the additional design and construction technique requirements to achieve industry standards. Ms. Jue has authored or provided input for many environmental documents and technical studies in accordance with NEPA and California's CEQA regulations, most of them related to surface transportation, and she gives presentations to public officials when necessary to explain construction noise problems, noise mitigation goals, and noise control methods. She can develop construction noise and vibration criteria to address vibration damage potential to nearby buildings and sensitive structures, and vibration annoyance or disruption potential for occupants of nearby buildings.

## Education

- M.S. in Mechanical Engineering, University of California, Berkeley, 1998
- B.S. in General Engineering: Acoustics, Stanford University, 1988

## Professional Associations (Member)

- American Society of Mechanical Engineers
- Acoustical Society of America
- National Council of Acoustical Consultants
- Institute of Noise Control Engineering
- WTS
- Transportation Research Board, AEP80 Standing Committee Member (2021-2024)

## Research and Published Papers

- ACRP Report 175, ACRP 07-14, *Improving Intelligibility of Airport Terminal Public Address Systems*
- NCHRP 25-25, *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects*
- *Transportation Research Record*, V. 2502, "Considerations to Establish Ground-Borne Noise Criteria to Define Mitigation for Noise-Sensitive Spaces"

## Relevant Experience

- California High Speed Rail Caltrain Corridor EIR/EIS, San Francisco to San Jose
- UC Berkeley Northgate Hall A/V Renovations, Berkeley
- MacArthur Station, *long-term construction noise and vibration monitoring*, Oakland
- Safeway @ Claremont & College, *HVAC noise and construction noise monitoring*, Oakland
- ACTC I-80/Ashby, *interchange traffic noise analysis*, Berkeley and Emeryville
- ACTC I-680 Express Lanes, *traffic noise analysis*, Contra Costa County, CA
- Chase Arena, *construction noise and vibration monitoring*, San Francisco

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CITY OF MORGAN HILL

# PLANNING COMMISSION STAFF REPORT
# MEETING DATE: May 25, 2021

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

## SR2020-0015: DEWITT - WEST HILLS CHURCH: PRELIMINARY PLAN REVIEW FOR A MASTER PLAN OF A 5.75-ACRE PARCEL FOR A REMODEL AND EXPANSION OF AN EXISTING PLACE OF WORSHIP LOCATED AT 16695 DEWITT AVENUE AND IDENTIFIED BY ASSESSORS PARCEL NUMBER 773-09-011.

**RECOMMENDATION(S)**

1. Open/close public hearing; and
2. Provide preliminary input on the proposed plan.

**LOCATION MAP:**

**PROJECT SUMMARY:**

1. Location: 16695 De Witt Avenue (APN: 773-09-011)
2. Site Area: 5.75± Acres
3. General Plan: Open Space
4. Zoning: Open Space

**BACKGROUND:**

The West Hills Community Church has been operating at this location over the past 70-years. A Conditional Use Permit was approved for the project site in 1989 and amended to allow for the expansion of the existing facility. Subsequent temporary use permits have been issued for modular classrooms utilized for Sunday School and other ancillary uses as described in the West Hills Development Plan (Attachment 1). West Hills

Church filed a Conditional Use Permit amendment request in January of 2017 to legitimize the modular classrooms and master plan the entire facility. On June 6, 2018, the City Council adopted Ordinance No. 2277, n.s., a comprehensive updated to the zoning code that removed community assembly uses as a conditionally permitted use within the Open Space (OS) zoning district. The place of worship had been legally established prior to this change; therefore, the code change rendered the use legal non-conforming. Because the conditional use permit application was not deemed complete prior to the effective date of Ordinance No. 2277, n.s., the application could not be supported, and the applicant withdrew the application.

The applicant was advised that to accomplish the original intended goal to utilize the existing facilities with continued use of the temporary modular buildings, a Planned Development (PD) rezoning with PD Master Plan permit would be required. The PD Master Plan would allow the applicant to develop a plan for existing and future growth and modify the allowed uses for the site.

**PROJECT DESCRIPTION:**
West Hills Community Church is requesting preliminary review for a PD on the 5.75-acre portion of the larger lot located within the city limits. The PD will master plan the site to allow a remodel and expansion of the existing facility. The phased plan includes the demolition of temporary classroom facilities to be replaced with permanent classrooms and an expansion of the existing sanctuary with associated site improvements. The PD request includes changes to the allowed uses at the site further discussed in the Analysis section of this report.

**Site Description**
The 5.75-acre project site is part of the larger West Hill Community Church which is 9.69-acres in size. Approximately 4 acres of the facility is located within the unincorporated area of Santa Clara County. The 5.75-acre project site includes a 4,440 square foot church auditorium with three temporary classroom buildings totaling 8,491 square feet, ancillary restroom facilities and a 98-stall parking lot. The unincorporated parcels on the church property contain a lower surface paved parking lot (71 spaces) and a one-story building facing DeWitt Avenue.

The project site is in the west foothills on an elevated surface located on the northwest side of Dewitt Avenue. The site is surrounded by hills to the north and west with rural residential development and agriculture to the south and east.

**ANALYSIS:**

1. **Purpose of the 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 project proposal includes a Preliminary Development Plan that will be constructed in five phases. The plans are attached (Attachment 2) and the phases are summarized as follows:

Phase 1. Existing facilities with temporary modular classrooms
Phase 2. Construction of the new classrooms (2-story, 11,863 square feet) with associated site improvements
Phase 3. Demolition of two modular classroom buildings and reconstruction of the parking lot with associated site improvements
Phase 4. Construction of mid-level parking lot with associated site improvements
Phase 5. Remodel and expansion of new 14,298 square foot church and sanctuary

Development Standards

The PD allows the project to deviate from development standards in the base zoning district (except that maximum floor area ratio and residential density may not exceed maximums established in the General Plan which is one single-family home with an accessory dwelling unit per parcel). Below is a comparison table of development standards for the existing OS zoning district and the proposed project standards.

Table 1.1 Open Space Development Standards Comparison Table

| | Code Standard | Existing (Phase 1) | Proposed (Phase 2- 5) |
|---|---|---|---|
| Impervious Coverage Maximum | 10% [1] | 23% of 5.75-acre lot<br>17% of total property | 31% of 5.75-acre lot<br>18% of total property |
| Building Coverage, Maximum | 5% | 5% of 5.75-acre lot<br>3% of total property | 10% of 5.75-acre lot<br>6% of total property |
| Front Yard Setback | 50-feet | 93-feet | 93-feet |
| Rear Yard Setback | 50-feet | 154-feet | 81-feet |
| Interior Side Yard Setback | 50-feet | Northeast: 207<br><br>West: 23-feet to internal parcel line, 193-feet to church owned property line in in unincorporated area | Northeast: 119-feet<br><br>West: 23-feet to internal parcel line, 193-feet to church owned property line in in unincorporated area |
| Height Maximum | Two- stories or 25-feet | 16½- feet | Up to 40-feet |

[1] Planning Commission may allow greater impervious surface with a Conditional Use Permit.

The applicant is requesting the following deviations from the proposed OS zoning district:

a. Reduced side yard setback: 23-feet to west side city boundary, 193 feet to property line
b. Increased height: 40-feet
c. Increased impervious coverage: 31% on property within city limits, 18% of property in its entirety
d. Increased building coverage: 10% on property within city limits, 6% for property in its entirety

Land Uses

Permitted land uses in 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 preliminary review hearing provides an opportunity for the Planning Commission and the public to provide input on different uses for the project site. The applicant is requesting the following uses for the site:

Permitted Uses
a. Place of worship
b. Ancillary uses such as Sunday School, counseling, support groups, and youth camps
c. Wireless Telecommunication Facilities (*stealth)

Administrative Conditional Use Permit
a. Wireless Telecommunication Facilities (non-stealth)

Conditionally Permitted if ancillary to a place of worship
a. Daycare
b. Preschool
c. Private school k-12

*Stealth: Architecturally integrated to result in no perceptible visual impact; typically designed to resemble an object which is already present in the local environment.

Substantial Public Benefit

A substantial public benefit is defined as 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. Projects 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; and,
h. Habitat restoration and or protection of natural resources beyond the minimum required by the city or other public agency.

The General Plan Health and Community Element, Goal HC-3 discusses providing 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.

Policy HC-3.4 for New Facilities, states to "continue to develop and expand the recreational facilities identified within updates to the Bikeways, Trails, Parks, and Recreation Master Plan." The Master Plan Bikeways and Trails Network Map identifies a public access trail connection off W. Dunne Avenue to the existing Peak Trail.

As a substantial public benefit, West Hill Community Church is proposing to grant a public access easement to the Open Space Authority and City of Morgan Hill to allow for the construction of a new public trail on the church property. This connection would significantly advance the goals of the General Plan and Bikeways, Trails, Parks and Recreation Master Plan in achieving a new trail connection for the community. The Open Space Authority is working with the City and Church in reviewing the Preliminary Development Plan and providing comments that may achieve the new public trail. A summary of their comments include addressing existing easement access, location of future easements, and timing of recordation of the future easements.

2. **Planned Development (PD) Master Plan Findings**

In addition to providing feedback to the applicant regarding their proposed Preliminary Development Plan, the Planning Commission should also provide preliminary input on the proposal's consistency with the PD Master Plan findings in Section 18.30.050.H.7 of the Zoning Code.

<u>18.30.050.H.7 PD Master Plan Findings</u>

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;

b. The proposed development is superior to the development that could occur

under the standards applicable in the existing zoning districts;

c. The proposed project will provide a substantial public benefit(s) as defined in Paragraph 8 (Substantial Public Benefit defined). The public benefit provided hall 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;

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

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

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; and,

g. Findings required for the concurrent approval of a Zoning Map Amendment can be made.

Conclusion

Staff recommends the Planning Commission provide feedback regarding the proposed land uses and Preliminary Development Plan. This is not a recommendation for approval or denial of the project. Any recommendations to the applicant are advisory only and shall not be binding on either the applicant or the City.

**CEQA (California Environmental Quality Act):**

The Preliminary Review application is not subject to CEQA, as there will be no action taken as this is an information item only Future development applications will require further environmental review.

**Public Engagement**

The proposed project was publicly noticed with expanded noticing (mailed to property owners within 600 feet of the project site, site signage was posted along DeWitt Avenue, and display placed in the local newspaper) for the minimum 10-day period.

In addition, the Church held a virtual community meeting on March 30, 2021. To help notify the public of the meeting they mailed out a flyer to properties within a 600-foot radius of the project site.

The City received several public inquiries regarding the project and attached them to this staff report for review (Attachment 3).

**LINKS/ATTACHMENTS:**

1. West Hills Proposed Development
2. Preliminary Planned Development Plan Set (Web link)
3. Public Comments
4. Item 2 - Supplement 1 (Public Comment)
5. Item 2 - Supplement 2 (Public Comment)
6. Item 2 - Supplement 3 (Public Comment)
7. Item 2 - Supplement 4 (Public Comment)
8. Staff Presentation - West Hills Church

# West Hills Development Plan

BUILDING COMMUNITY IN MORGAN HILL

WEST HILLS
COMMUNITY
CHURCH

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

The city of Morgan Hill has a rich and historical legacy of community and family. It provides a unique respite in the middle of a bustling Silicon Valley. Surrounded and powered by tech companies, Morgan Hill has become a welcome breath for people to raise their families and make Morgan Hill their forever home. Over the last 70 years, West Hills Community Church has been a witness to and a part of the growth and development of Morgan Hill.

As the city has developed and grown, our services to the city and the general community has grown. In practice we serve locally inside the church through various ministries and outside the church walls in our community. West Hills Community Church offers training space for the Fire Department, provides Chaplaincy for the Police Department, free after school programs, food distribution to those in need, and more. We continue to look for ways to serve so Morgan Hill and the South Valley can continue to thrive.

Due to the recent changes to the zoning of our property, we are seeking the approval of the attached Planned Development (PD) as recommended from Morgan Hill Planning Department. The planned development for our property connects to a core part of who we are and what we do. Continuing operations and facility improvements are critical to our continued functioning in support our broader community now and in the years to come.

Attached are the answers to the questions about West Hills' commitment and benefit to the Morgan Hill Community, our current activities, and potential future uses of the property.

Having a healthy community is imperative as a whole. Without connection through community, our society begins to see the devastating effects of isolation. At West Hills, we are committed to our continuing support of the greater community of Morgan Hill, the community of strong family connections, and investment in individuals to connect them to that community.

Thank you in advance for your time and consideration of our planned development.

Sincerely,

Brad Mortensen, Executive Pastor

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

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*Section One*

# Commitment and Benefit to the Morgan Hill Community

West Hills Community Church is committed to continuing to serve and bring benefits to the Morgan Hill community.

As detailed in a recent study, *The Economic Halo Effect of Historic Sacred Places*, churches positively impact direct areas of prime concern to elected officials, philanthropists, and community leaders: supporting childhood education, local job support, and neighborhood development through arts, and food distribution. The impact occurs both directly through programs and indirectly through activities and our church family.

Our programs attract significant volunteer support contributing thousands of hours annually and allows residents to work together for a common cause. Beyond the volunteer work, access to the property for non-religious programs (civil engagement, etc.) and functions benefit the Morgan Hill Community as a whole.

*Below are some of the ways West Hills serves and benefits Morgan Hill and the South Valley.*

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

# Greater Morgan Hill Community Impact

## CIVIC ENGAGEMENT

West Hills Community Church goes beyond service for just our church families. Our partnership with emergency services helps provide support and backup locations to those on the front lines.

### MORGAN HILL POLICE DEPARTMENT CHAPLAINCY

Our senior pastor, Mike Burchfield is the lead chaplain for the Morgan Hill Police Department. He is involved with all aspects of chaplain support for the police department, including providing leadership and participating in practical support of the law enforcement community.

### MORGAN HILL POLICE DEPARTMENT TRAINING SUPPORT

West Hills provides our facility free of charge to the police department for multiple training purposes, such as K9 training programs.

### CAL FIRE (CDF) TRAINING

The Cal Fire department (CDF) has access and uses our church parking lot for training purposes and staging drills free of charge. This gives access to wild lands above the property while providing the space needed for emergency operations.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## MORGAN HILL BACK-UP EMERGENCY OPERATIONS CENTER

West Hills Community Church's relationship and location is an important backup to these services because it's the highest and safest location in the city. The church is both a storage and main facility for the Morgan Hill Back-Up Emergency Operations Center (EOC). In the event of a significant emergency, both the storage unit and our facilities are activated to support critical emergency operations for our local community.

## CPR TRAINING / CERTIFICATION

West Hills provides CPR and first aid training events to our church community. These certifications are beneficial to both our church and local community as individuals are trained to respond to practical emergencies wherever they may occur.

> "It is my experience that the team at West Hills Community Church cares deeply for the Morgan Hill community...
>
> *David Swing*
> Former Chief of Police, Morgan Hill

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## ECONOMIC ENGAGEMENT

Our activities bring in people weekly and in periodic events, from all around the South Bay. After our events, people often stay to engage in activities in the parks, eat at restaurants, and shop at local stores. Regular attendants and periodic events at West Hills help us to employ people who live, work, and play in the area.

### WEST HILLS DIRECTLY CONTRIBUTES TO THE MORGAN HILL ECONOMY

West Hills is a 501(c)(3) entity that employs 8 full time people who work out of our Morgan Hill office. We also have 10 part time employees who provide childcare in support of various church programs. Total payroll for individuals working out of our Morgan Hill office is $654K per year, 76% of which is paid to individuals living in Morgan Hill.

Our annual contract and service expenditures are $517K of which 36% is paid to or through entities and individuals located in Morgan Hill.

On an average Sunday, an estimated 400 people participate in church activities, 25% of which are from outside of Morgan Hill but who have opportunity to be served by restaurants and other Morgan Hill businesses.

In addition to Sunday services, approximately 300 people participate in various programs during the week at the Morgan Hill location.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## SOCIAL BENEFITS AND COMMUNITY ENGAGEMENTS FOR FAMILIES

West Hills provides many practical services to people of the local community as well as families in our church that strengthen relationships, improve life skills, and provide possible interventions during times of crisis. These activities have a practical benefit in the Morgan Hill community by relieving stress from community resources.

### UNEMPLOYMENT SUPPORT

We support people inside and outside of our church community who are navigating unemployment and underemployment. This takes several forms including providing short term financial assistance, encouragement during the search process, and coaching for evaluating options and pursuing opportunities.

### WEST HILLS FOOD MINISTRY

West Hills partners with Trader Joe's and United Christian Fellowship to distribute food to those in need in Morgan Hill and the surrounding area. This partnership meets a practical need for the economically challenged by providing produce, bread, and a variety of food given free of charge.

Serving 100 households on a weekly basis, we currently have a number of food distribution points. We distribute from West Hills, Park Place EAH Housing, Beth-el Church, and other pickups for a small group of church families that occur on private properties.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

In our alignment to Morgan Hill's Sustainable Project, any food that is past the expiration is used in partnerships with local agriculture, reducing the amount that would have otherwise been in landfills.

## AFTER SCHOOL KIDS CONNECTION

West Hills currently operates two, free After School Children's Programs supporting approximately 100 children and their 75 families in our public school system including Jackson Academy of Math & Music and El Toro Health & Science Academy. These programs provide a safe environment for children to learn about the Bible while providing parents support in the form of safe, intentional child supervision.

## PARK PLACE COMMUNITY EVENTS

In 2016, West Hills Community Church began a relationship with the youth residing at Park Place EAH Housing (formerly Village Avante) to initiate a neighborhood community resource option. Today, this has evolved to more regular activities that engage the whole family, provide rent relief, and food distribution.

> "...a dedicated faith-based community that has consistently engaged residents at Park Place...
>
> Astrid Arretz
> Resource Coordinator at Park Place Apartments

## BENEVOLENCE AND SOCIAL SERVICES REFERRALS

West Hills staff and volunteers respond to a wide variety of social needs in our community. Often this is provided to people from the Morgan Hill community or transiting through Morgan Hill who contact the church seeking financial help. In addition to financial help such as emergency rent assistance, we also connect people with various local social services including those for food, housing, substance abuse, and domestic violence.

Our annual benevolence contributions to people who contact or drop in to the church seeking help is $7K.

## DISABILITY SUPPORT

West Hills has a long history of welcoming people of all abilities and their families. We have a vital connection to the disability community through both leaders and congregants who have children with significant disabilities including autism and Down Syndrome.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

Our commitment to providing for people of all abilities is a personal one. Our pastors on staff have children with disabilities including down syndrome, autism, seizure disorder, cerebral palsy and a significant heart defect.

We have a practical approach to supporting the disability community by working closely with families and individuals to make accommodations in our various programs. This can include ensuring wheelchair access to a program or providing a buddy to help a child with a disability participate in a children's program.

We have developed working relationships with Joni and Friends and the Silicon Valley Down Syndrome Network that supports families with disabilities and includes activities such as providing space for special events, offering respite events for parents and providing leadership and volunteers an annual family camp for families living with disability.

> "They really talk to us to see how we are doing and listen to see if there is another way they can help instead of just handing out food.
>
> *Park Place Resident*

## FOSTER CARE AND ADOPTION SUPPORT

Foster care, adoption and family preservation have been an important part of West Hills for many years. Our pastors and 12 families in our congregation are, or have been, adoptive parents and Santa Clara County foster parents.

It is a personal value to our leadership that we provide practical support for adoptive and foster families in our community. This support includes being a church partner of Help One Child (who meets on a regular basis at the church) providing a network for mutual support and making our facility available for training and seminars.

We have developed a relationship with Lifesong for Orphans to manage our adoption fund. To date, this fund has contributed $22K to 3 adoptions and has funds available for additional adoptions.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## DOMESTIC VIOLENCE INTERVENTION AND PREVENTION

West Hills provides a safe place for people to disclose abuse and explore options. We take the safety of families very seriously. Depending on the nature of the situation, we also partner with the police and local domestic violence organizations where they can access additional support including safe housing resources.

## BUDGET COACHING AND MENTORING

West Hills provides budget coaching and counseling to people in our church and local community at no charge. We help people assess their financial challenges and explore options and strategies to address current struggles and plan for future financial sustainability. These interactions include learning new skills as well as referrals to social and legal resources based on needs.

## MARRIAGE AND PARENTING COACHING, MENTORING, AND SPIRITUAL CARE

West Hills provides pastoral counseling and mentoring to people in our church and local community at no charge. We help people address their relational and parenting challenges in a manner that strengthens marriages and families.

## DIVORCE PREVENTION AND POST-DIVORCE SUPPORT

We regularly meet with people who are experiencing distress in their marriages, providing them counsel, coaching and input in how to navigate the unique aspects of their situation. This input can include skills to strengthen or preserve a marriage such as conflict resolution, communication and referral to other resources and services. For those going through the divorce process, we walk with them during the process helping with childcare and emotional support during court dates and other stressful process points.

## SERIOUS ILLNESS PATIENT / FAMILY SUPPORT

Cancer, stroke and other serious illnesses are a significant challenge to families in our community. We support individuals and families experiencing serious illness by providing hope and encouragement during their individual journeys, helping them think through family and financial difficulties, and referring them to community, state and federal resources. We provide ongoing support through recovery or end of life issues, and also provide grief care for families who lose a loved one.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

We are typically the first to know someone is dying and there all the way through the process.

*This includes:*

- Being in the doctor's office when someone is being told they or a loved one has a life-threatening condition.
- Meeting regularly with the family and the individual as they grapple with what it means to die.
- Helping to plan and hold the memorial.
- Provision of meals during periods of extreme illness or mourning.
- Pastoral counseling as people process through death or referral to Grief Share.

## SOCIAL BENEFITS AND COMMUNITY ENGAGEMENTS FOR INDIVIDUALS

### SUICIDE INTERVENTION AND PREVENTION

West Hills is a first responder to people in our church and local community who are in crisis. We interact with people's realities, build hope and explore options in ways that deescalate the crisis and help build solutions. We also work with local resources depending on the needs of the situation. We most often work with police and medical professionals as we are usually dealing with an active situation requiring immediate intervention.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## ELDER CARE

We provide care for elderly members of our community in the form of visitation in their homes, scheduled social events and pastoral counseling for their emotional and practical needs. Pastoral counseling can include things like grief and reconciliation as well as helping assess budget, end of life planning and health care concerns. We also provide practical assistance for things like home repairs and transportation.

## SEXUAL ADDICTION SUPPORT

Sexual addiction is a significant destructive force in our local community. We provide support groups for those seeking to change the role that destructive sexual patterns play in their lives. We also provide individuals and couples coaching, mentoring and spiritual care to help navigate this difficult and painful reality. As part of this process, we also make referrals to other resources including specialized support groups and helpful materials.

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## CHILDREN / YOUTH SUPPORT

West Hills supports youth in our local community through our junior and senior high school programs that align with many of Morgan Hill's Developmental Assets including religious community, positive family communication, positive peer influence, equality and social justice, restraint, interpersonal competence, peaceful conflict resolution, sense of purpose and more. The diversity of programs that we offer meet children on every step of their journey and help guide them into a healthy adulthood.

### VACATION BIBLE SCHOOL

Each summer West Hills provides a weeklong bible program that serves over 200 children in our local community. This program provides fun activities and a safe environment for 20 hours during a week, supporting parents seeking a safe, supervised environment for children while they are out of school during the summer.

### YOUTH SUPPORT

West Hills supports youth in our local community through our junior and senior high school programs that align with many of Morgan Hill's Developmental Assets.

Our services include weekly youth groups, summer and winter camp opportunities and individual mentoring and support as students navigate their unique life challenges. Additionally, we connect with families to help them more effectively parent youth during their particular life stage and struggles.

### AMERICAN HERITAGE GIRLS

West Hills provides space for American Heritage Girls, an organization that supports girls and young women in our community to develop both character and practical life skills. Our local troop supports approximately 70 young women and their families.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

Section 2

# Current Activities

West Hills seeks to faithfully use our property to support both our church congregation and local community. West Hills has engaged in these activities for many years and intends to continue them into the future.

This application for a Planned Development (PD) is critical to our ability to continue our ministry activities now and into the future as we support our congregation and the broader Morgan Hill community.

*Below is a list of our current activities at our Morgan Hill campus.*

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## SUNDAY SERVICES

West Hills has two Sunday services on Sunday mornings at 9am and 10:45am. Staff and volunteers are typically at our facility between 6am and 1pm to prepare for these services and to close up the facility afterward.

We typically have 400 adults & children on our campus for Sunday Services.

## SPANISH SERVICES

West Hills has a 10:45 Sunday Family Service and recently launched a Thursday mid-week community group. This group as grown to steadily represent a portion of the Spanish speaking population in Morgan Hill.

## YOUTH GROUP

West Hills has a youth group for junior and senior high school students on Tuesday nights from 6:30pm–9pm. Staff and volunteers are typically on campus between 4pm and 10pm to prepare for the group and close the facility afterward.

We typically have approximately 60 students participate.

## MEN'S GROUPS

West Hills has various small men's groups meeting during the week. These groups are individually small, typically having under 20 participants.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## WOMEN'S BIBLE STUDY

West Hills has a woman's Bible study on Wednesdays from 9am–11am. Approximately 30 women participate and childcare is provided.

## MOTHERING BY HEART

West Hills has a support group for mothers with young children that meets twice a month on Mondays from 9am–11am. Approximately 30 women participate and childcare is provided.

## HOLIDAY CELEBRATIONS

West Hills offers special services for Good Friday and Christmas Eve. Typically, these events are in the late afternoon or early evening and are attended by approximately 200 people.

## WEDDINGS

West Hills periodically is used for wedding services supporting members a few times during the year. Although days can vary, weddings typically happen on Saturdays and have less than 200 people.

## FUNERALS / MEMORIAL SERVICE

West Hills periodically is used for funerals and memorials supporting members a few times during the year. Although days can vary, these services typically happen on Saturdays and have less than 100 people.

## SPECIAL EVENTS

West Hills sponsors special evening events approximately 10 times a year. These events include activities such as children's musicals, vacation bible school and special worship and teaching. These events are typically attended by approximately 200 people.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## OTHER GROUPS

West Hills provides our facility for outside groups that are connected to our ministry areas. These groups typically focus on Christian education and children's programs.

These groups typically meet during weekdays prior to 6pm and range in size from approximately 30 to 150 people depending on the program.

## FOOD DISTRIBUTION

West Hills working with a local grocery store provides free food to our local community. These distributions typically happen on Saturday mornings and support approximately 30 families.

## PLANNING AND ADMINISTRATION

### OFFICE

West Hills operates an office that is open Monday–Thursday, 9am–5pm. We have 8 employees based out of the Morgan Hill office.

### LEADERSHIP MEETINGS

West Hills leaders typically meet two times a month at the Morgan Hill facility. These meetings are typically at 6am or 6pm and include less than 20 people.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

Section 3

# Proposed Additional Future Uses of Property

West Hills will continue to focus on the areas listed in the Current Activities section of this document into the future. Our application for a Planned Development (PD) is critical to both our current and future service to our congregation and the Morgan Hill Community. We also recognize a responsibility to steward our property for the future good of our church and local community. Our location in Morgan Hill provides us with potential opportunities we would like to leave open to consideration for the future.

*Proposed potential additional utilizations of our property are as follows:*

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## DAY CARE / PRESCHOOL CENTER

A proposed day care and preschool would use church facilities to support families seeking safe childcare for working parents. There are no current plans to implement such use now, but we would like the option to consider in the future. Per the new zoning, we would request a Conditional Use Permit.

## PRIVATE SCHOOL

A proposed private school for K-12 would use church facilities during the week to provide an education alternative for parents in our church and local community seeking a quality religious education. There are no current plans to implement such use now, but we would like the option to consider in the future. Per the new zoning, we would request a Conditional Use Permit.

## EL TORO TRAIL SYSTEM

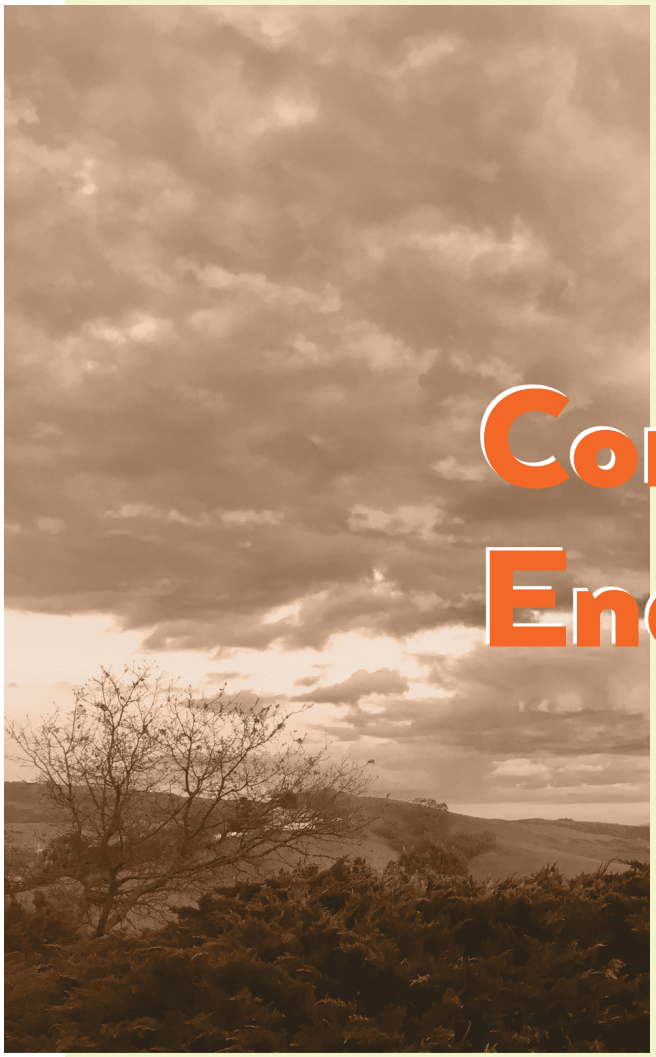
West Hills Community Church is currently in discussion with the City of Morgan Hill to find a mutually beneficial solution for community use to the El Toro Trail System. This solution should meet our community's needs while addressing important factors such as, but not limited to, trail location, liability, maintenance, parking, safety, impact on church operations and other long-term considerations.

## TELECOMMUNICATIONS / WIRELESS SUPPORT

Subject to the needs of our local community and emerging wireless technologies, West Hills would consider leasing space to service providers for cell antennas or other technologies subject to reasonable agreements and City / County requirements. This would have a practical benefit for our local area by improving connectivity and service access.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

Section 4



# Community Endorsements

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

**OFFICE OF EMERGENCY SERVICES**
**City of Morgan Hill**
16200 Vineyard Blvd., Morgan Hill, CA 95037 Tel: 408.776.7310 Fax: 408.778.6047 www.morganhill.ca.gov

Jennifer Ponce, Emergency Services Coordinator
16200 Vineyard Boulevard
Morgan Hill, CA 95037

April 29, 2020

To Whom it May Concern;

I have worked as the Emergency Manager for the City of Morgan Hill since July 2008 reporting directly to the Morgan Hill Police Chief; currently Interim Police Chief Shane Palsgrove.

The purpose of this letter is to provide you with a recommendation for the site enhancement request of West Hills Community Church located at 16695 Dewitt Avenue in Morgan Hill, CA and to provide valuable information for the "seek to learn ballet".

I have had the pleasure of working alongside Pastor Michael Burchfield for close to 12 years on our Peer Support Team. Mike and I have responded to difficult calls together providing support to Police Officers, Dispatchers, Volunteers, and community members. Mike is a member of the International Conference of Police Chaplains.

In 2015 Mike and I facilitated a partnership for large scale emergency support between the City and West Hills Community Church with a City Council approved Memorandum of Understanding. The MOU provided the Church to function as our City's backup Emergency Operations Center (EOC) if our primary EOC was not available due to natural or manmade disasters. This partnership also allows for the Church to act as an emergency shelter and house a radio repeater for amateur radio communications during a disaster.

West Hills has the distinct advantage and desirable location for security of an EOC and/or emergency shelter and is out of the flood plain (in reaction to rare but serious events; Anderson Dam failure and extreme weather).

This partnership has been invaluable and has allowed for onsite training of EOC personnel, testing of emergency radio traffic, and the storage of EOC and emergency response equipment. The equipment is stored in a shipping container onsite at West Hills. Two rooms within one of the portables at West Hills is designated for use as our backup EOC.

Site enhancements would benefit Morgan Hill's Office of Emergency Services by providing an improved facility with permanent structures and more space for our EOC team, which is staffed by approximately 40 trained members. Emergency sheltering capabilities would also be enhanced.

I am available to discuss any more information you would find helpful. I can be reached at jennifer.ponce@morganhill.ca.gov to set up a convenient time.

Sincerely,

Jennifer Ponce

Jennifer Ponce
Office of Emergency Services Coordinator

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

April, 30, 2020

To whom it may concern:

I am privileged to write to you on behalf of West Hills Community Church to provide a glimpse of how the church has benefited the community of Morgan Hill for the past 72 years and during my time with the Morgan Hill Police Department. West Hills partnered with the police department in many ways to include as a training venue, back-up Emergency Operations Center, and through the leadership of Pastor Mike Burchfield as a Police Chaplain for over 15 years – responding to those in crisis or helping first responders work through the trauma associated with responding to a critical incident. This work, while essential to Morgan Hill, is not impacted by the requested project and will continue regardless of the decision to approve the project.

The critical work that is directly impacted by the campus expansion is about the future you want to see in Morgan Hill. The health of youth has long been a top priority for our elected and appointed officials. This is evidenced by the partnership of the City of Morgan Hill and Morgan Hill Unified School District for nearly 20 years on the Developmental Assets program through Project Cornerstone. Additionally, in March of 2017, the need for youth safety became more acute when the Center for Disease Control published an Epi-Aid report highlighting Morgan Hill as having a high incident rate of youth self-harm.

The Epi-Aid report identified several protective factors to guard against self-harm and, not surprisingly, some of those protective factors were also Developmental Assets (Assets). The faith community builds protective factors and Assets in the residents of Morgan Hill. West Hills accomplishes this through their programming that includes the children of the 450 South County residents who attend Sunday morning services, over 90 Junior and High School aged students involved in mid-week programs, the more than 200 young children involved in summer camps each year, and the counseling for adults (young and old) that keeps two full-time counselors busy.

While it is not possible to determine how many lives are impacted by services provided at the current level, it is reasonable to draw a solid line between the connection to an increased campus size, reaching more families in a growing South County region with an end result of building protective factors and increasing Assets – reducing self-harm, building resilience and making Morgan Hill a stronger and healthier place for all.

It is my experience that the team at West Hills Community Church cares deeply for the Morgan Hill community and their desire to expand their campus is driven by a desire to serve the residents of South County in a greater and more meaningful way. I am confident that this same level of care drives their decision to grow in a way that is respectful to their neighbors and seeks to mitigate impacts where reasonably possible.

Sincerely,

David Swing

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

-------- Original message --------
From: Astrid Arretz <Astrid.Arretz@eahhousing.org>
Date: 4/24/20 1:07 PM (GMT-08:00)
To: Cynthia Chacon <2cindysbox@sbcglobal.net>
Subject: RE: Quote

Greetings Cindy,

West Hills has partnered with Park Place (formerly Village Avante) in the past with the annual Easter Egg Hunt, monthly family game nights, occasional bible studies, and the one time BBQ that was part of their service day a few years ago. Several years ago a West Hills volunteer also assisted in organizing the afterschool program at Cochrane Village, another EAH affordable housing community in Morgan Hill. The introduction of a wealth of volunteers, many of whom are bilingual and the eagerness to serve the community at large has been the hallmark of the West Hills Church community. Wholesome family activities and the willingness to share resources/donations has also made an impact on this community. Willingness to try different events to get more residents involved, and increase outreach has also made on impact on all of the community. I also appreciate the amount of volunteers of all ages the church is able to recruit for all the events. This shows that they are truly community minded in their outreach/service activities.

The added outreach program Neighborhood Shares has been particularly appreciated by many residents that are unable to benefit from the variety of food offered at Trader Joes due to restricted budget and/or transportation. The camaraderie felt with the outreach volunteers is palpable and residents look forward to this food outreach every week when in need of a little more food to help their households. Even through this challenging time of COVID-19 shelter in place-you are still willing to come once a week to offer the extra food! This shows true dedication to the community outside of West Hills' walls.

Another way West Hills has assisted is through financial assistance (Men's Club) in extreme need cases (i.e. rent assistance for family whose head of household could not work due to care of spouse undergoing medical treatment.) As another reliable source of necessary assistance in the community residents in dire need have alternate/additional resources it is truly helpful.

West Hills Community has been a dedicated faith based community that has consistently engaged residents at Park Place and produced a variety of programs for all ages to fulfill outreach to the community. It would be a great loss to the Morgan Hill Community if West Hills was not present and involved in community efforts. (Resource Coordinator at Park Place-Astrid Arretz)

Neighborhood Shares participant quote:

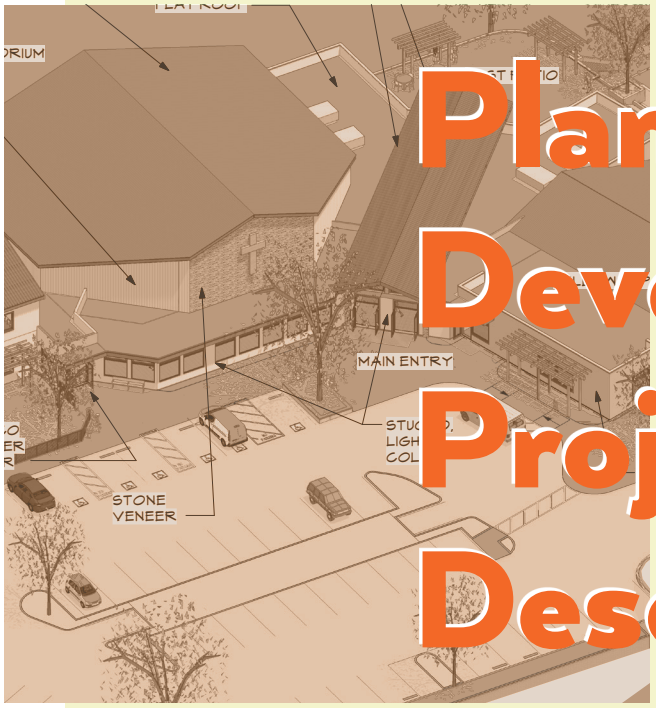
*"I feel that West Hills cares for the people that live here as individuals. Especially the people that are going through a hard time they try to help them with extra resources. They really talk to us to see how we are doing and listen to see if there is other way they can help instead of just handing out food. They show they really do care. I have noticed that with other residents who may have health issues they always go the extra mile to see what else they can do to assist the resident and/or family. If we lost West Hills we would lose great friendships and happiness they bring as they are always joyful and in good moods!*

Hope this helps Cindy and let me know if you need more quotes!

Take care and have a wonderful weekend: J

Astrid Arretz
Resource Coordinator at Park Place Apartments
16480 Del Monte Ave., Morgan Hill, CA 95037
Direct: (408) 779-6872 | Fax: (408) 612-8740 | astrid.arretz@eahhousing.org
www.eahhousing.org | Twitter | Facebook | Youtube
EAH Housing | CalBRE Lic. #00853495 | HI Lic. RB-16985

*Section 5*




# Planned Development Project Description

West Hills Community Church is located on four lots on the Southwest edge of Morgan Hill. The WHCC property includes one lot that is within the City of Morgan Hill and three adjoining lots that are in Santa Clara County. All the existing buildings and proposed future buildings and parking are on a lot that is within the City limits.

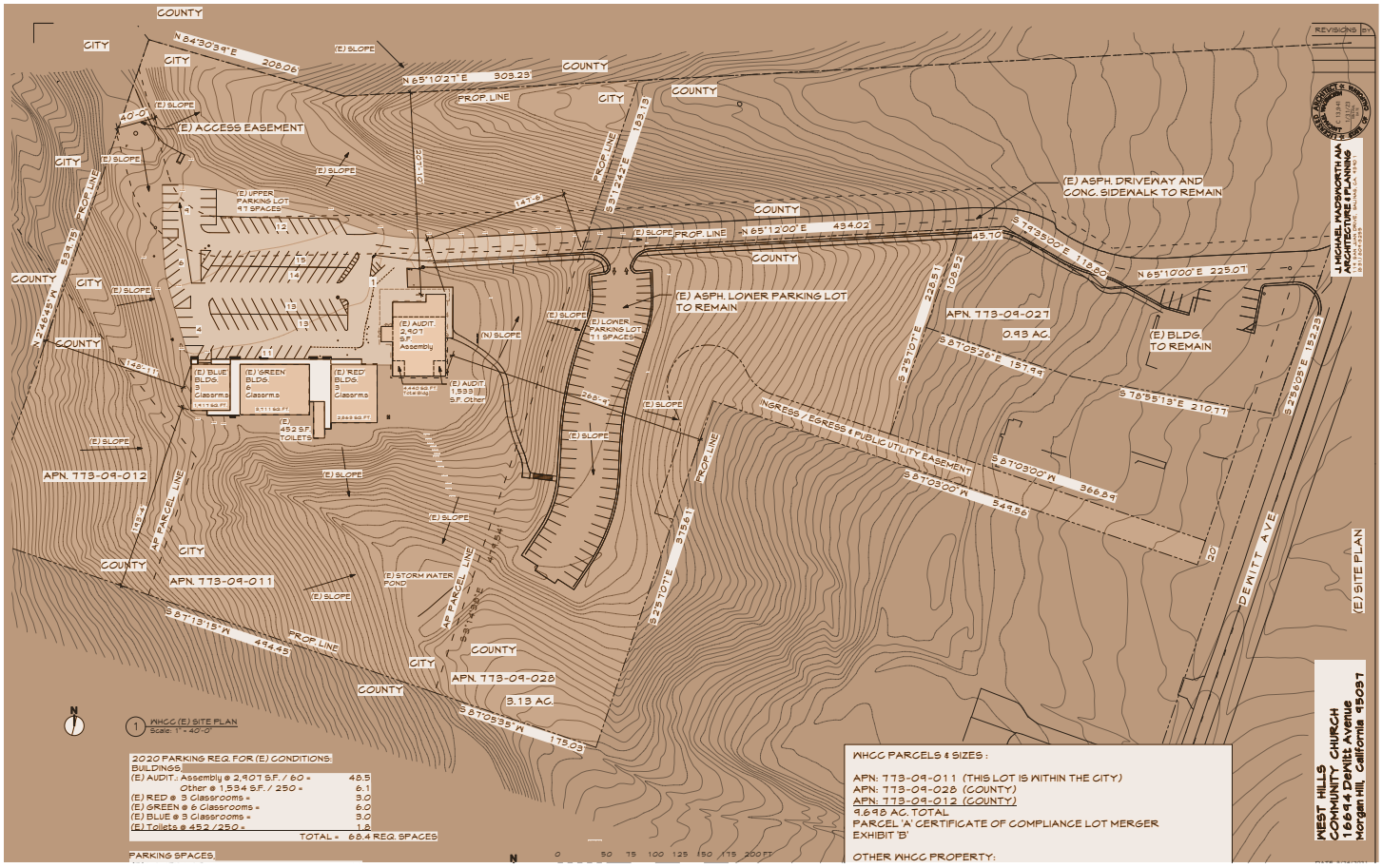
The lot that is within the City has been legally combined into one property with two of the adjacent parcels that are in the County. An existing parking lot is on one of the combined parcels that is in the County as is a portion of an existing storm water pond. The Church offices are in a building on the forth parcel that is within the County and is not part of this proposed Planned Development.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## PHASE 1

The existing Church facilities are depicted as 'Phase 1' on the attached drawings.

The existing site improvements include two permanent buildings, three portable buildings, an 'Upper Parking Lot', a 'Lower Parking Lot', a storm water pond and a driveway from Dewitt Ave. to the existing parking and buildings.

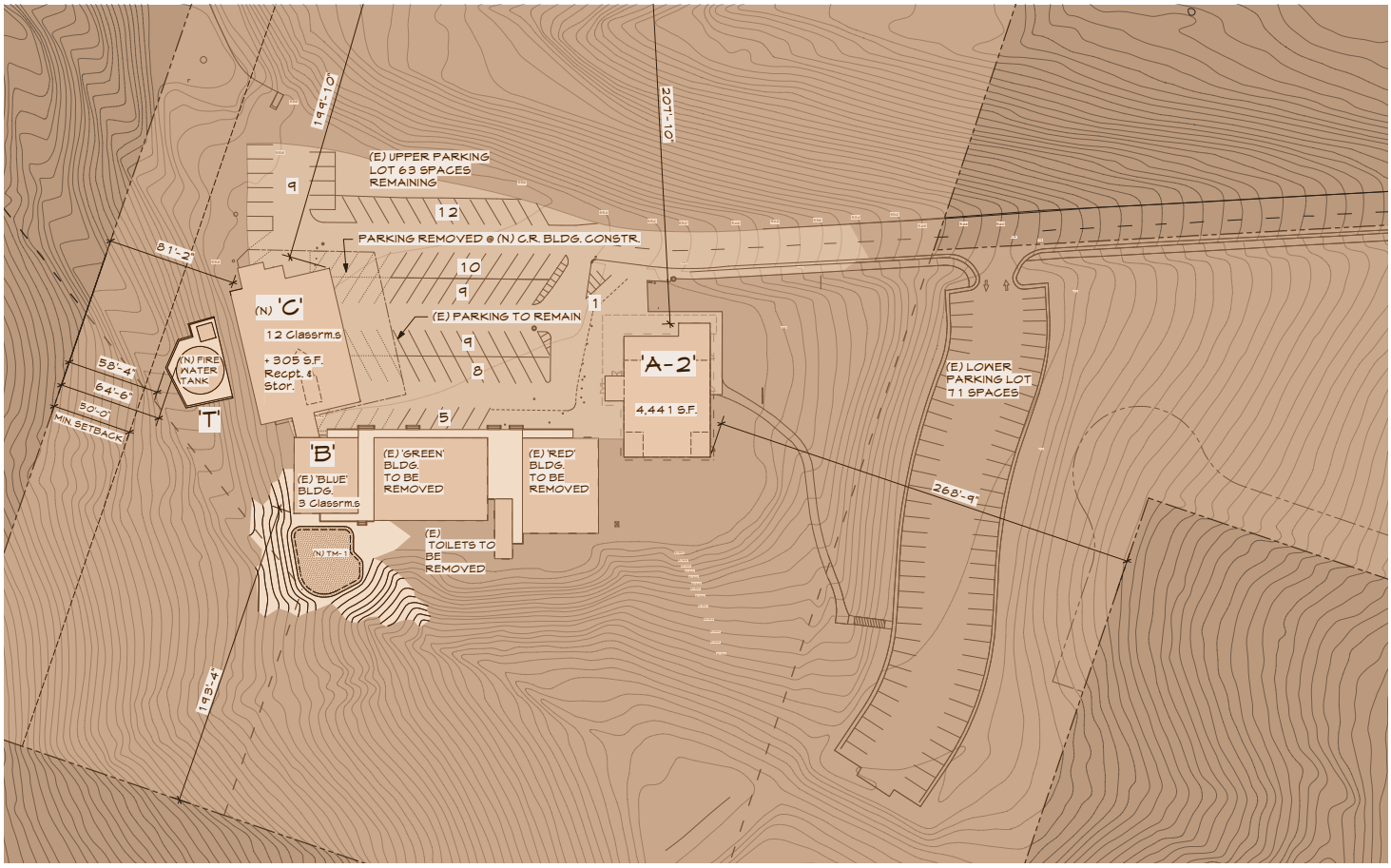



Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

# The Church proposes future improvements that would be completed in phases:

## PHASE 2

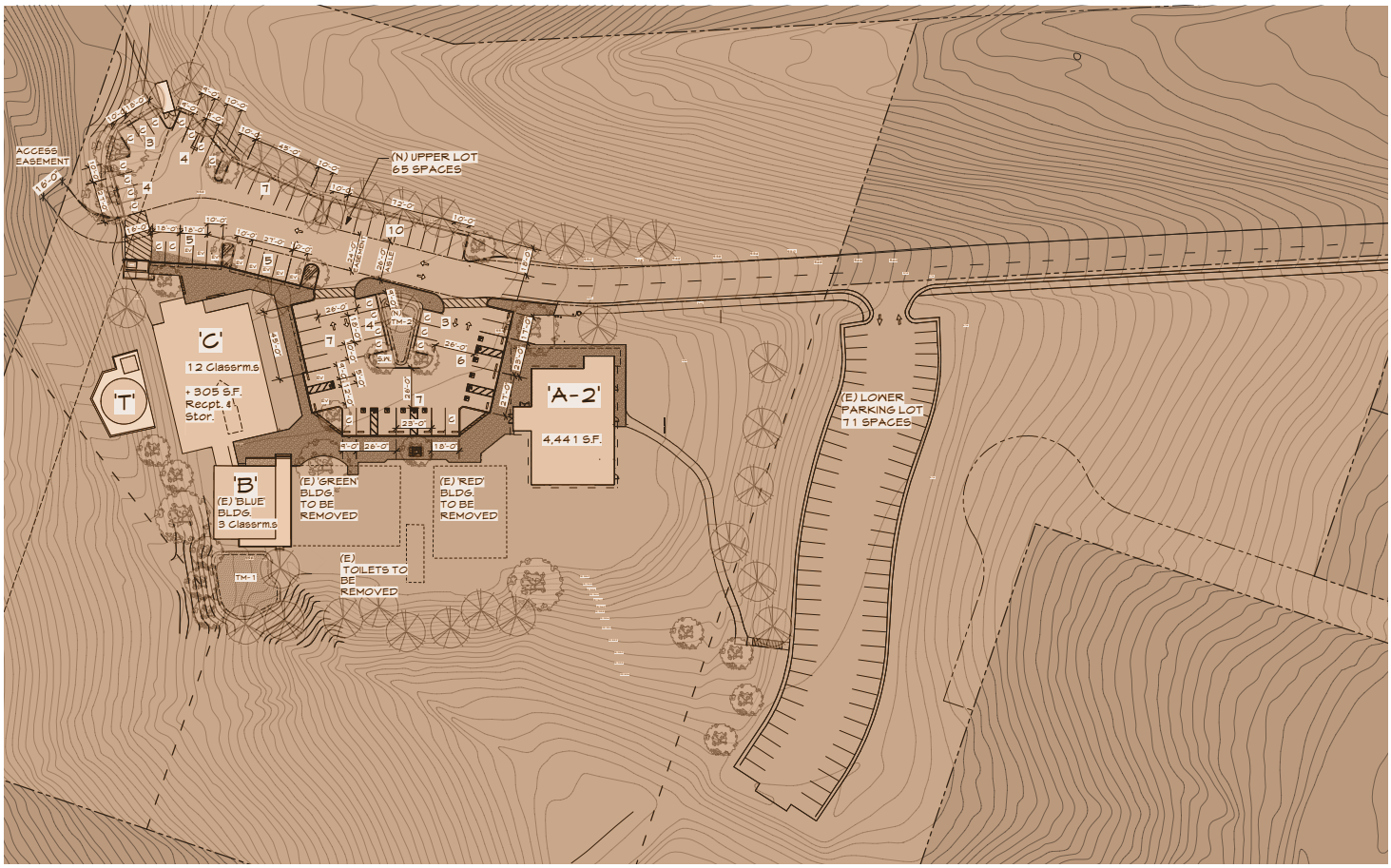
A 'Phase 2' would keep all the existing buildings, while constructing a new classroom building that will replace the portable classroom later in Phase 3. The new building will be constructed where there are some existing parking spaces. However, there will still be an abundance of parking spaces remaining for the proposed occupancies. Phase 2 will also include landscape and storm drainage as needed for this phase and is appropriate to future phases of development as well as utility improvements including adding the required Fire Water Tank and pump per the fire water requirements.




Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## PHASE 3

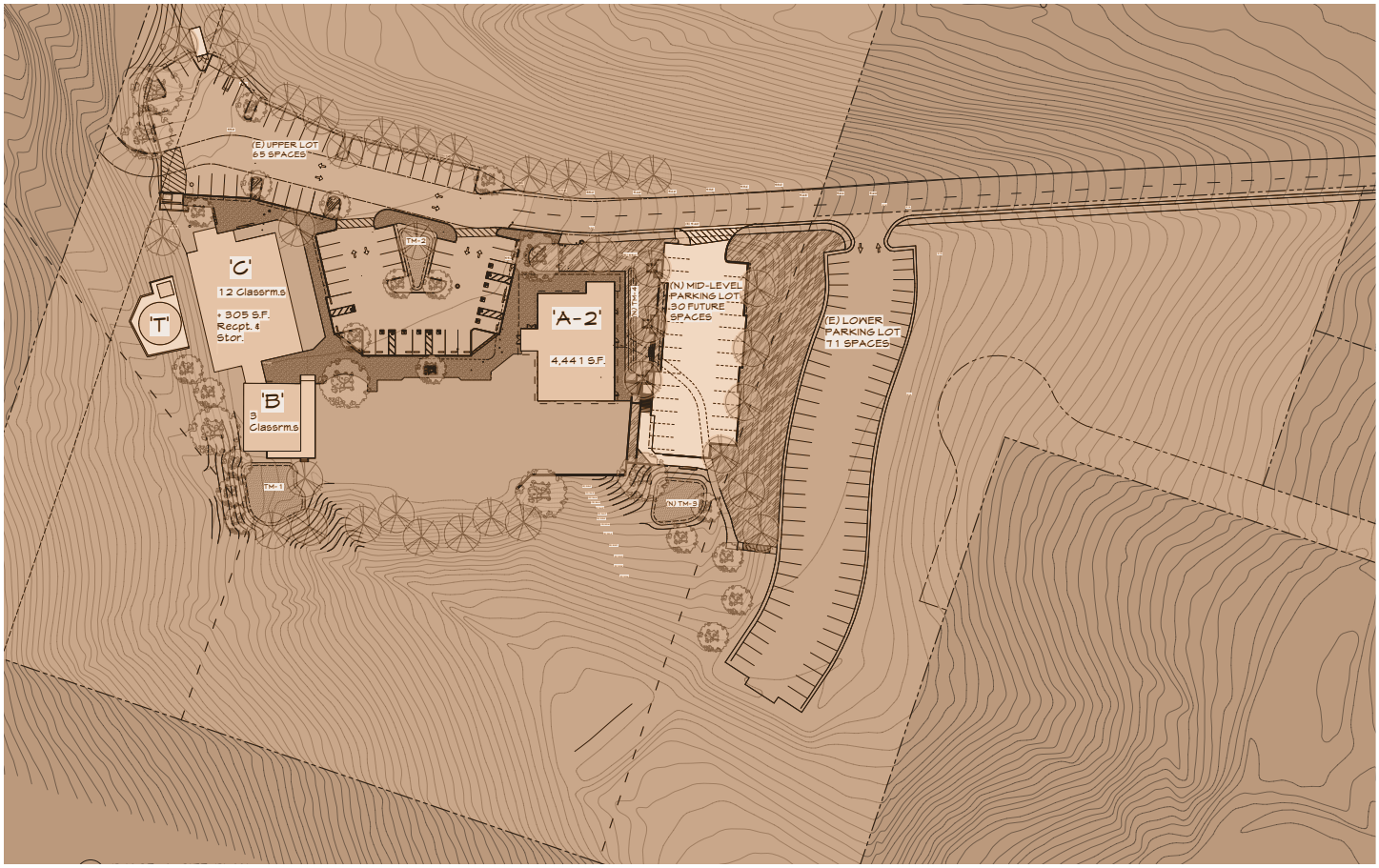
A 'Phase 3' would keep all the existing buildings and the Phase 2 classroom building. A new 'Upper Parking Lot' would be constructed to replace the original upper lot. The new Upper Parking Lot with 65 spaces including the required accessible, future electric charging spaces, and accessible future electric charging spaces are to be constructed. The new upper lot combined with the existing Lower Parking Lot would provide the required parking for the buildings at Phase 3. The Green and Red portable buildings are to be removed. The second storm water facility is to be constructed.




Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## PHASE 4

A 'Phase 4' would keep all the existing buildings, the Phase 2 classroom building, the Phase 3 'Upper Parking Lot', sidewalks, landscape and storm drainage improvements. Phase 4 would add the construction of a new 'Mid-Level Parking Lot' area. The new Mid-Level Parking Lot with 30 spaces will also inclucde associated retaining walls. This phase would include stairs to maintain the pathway from the Lower Parking Lot and the buildings. The parking spaces would not be required for the buildings at Phase 4, and so may remain unpaved until needed for Phase 5. Landscaping, walkways and the third and forth storm water facilities will be constructed to suit the requirements of this phase of development.




Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

## PHASE 5

The New Auditorium, Lobby, Existing Building remodel and the South Patio are to constructed at this phase.  The turf area between the new 'A-1' and the existing 'B' building could be developed as an outdoor play area etc.

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

Attachment: West Hills Proposed Development (3069 : West Hills Community Church Prelim)

# West Hills Development Plan

BUILDING COMMUNITY IN MORGAN HILL

**From:** Elliot Goldinger
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Thursday, April 22, 2021 3:23:09 PM

---

Dear Planning Commissioners:
Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and a member of the staff at West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. Since May of 2020, I have served as West Hill's Director of Student Ministries, overseeing programs for students in 6th-12th grade. Much of my time is spent on our campus where I host events and meetings designed to teach, grow, and encourage 60+ teenagers in Morgan Hill each week. The West Hills Community Church Development Plan directly contributes to my ability to continue serving the teenagers in our community.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Elliot Goldinger
--
—
**Elliot Goldinger**
*Director of Student Ministries*

**West Hills Community Church**
16695 DeWitt Ave
Morgan Hill, CA 95037

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Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

**From:** Angie JCF
**To:** Jennifer Carman; Tiffany Brown
**Cc:** Brad Mortensen
**Subject:** WEST HILLS BUILDING PLANS
**Date:** Thursday, April 22, 2021 3:54:48 PM

---

Dear Planning Commissioners:

Mohammad,
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

I am reaching out to you to express my support for the West Hills Community Church Development Plan. I am writing this as a **resident of Morgan Hill, a single mother of three young boys and as a member of West Hills Community Church.**

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years and I have personally experienced their positive impact in my family.

Besides the spiritual role they play in our lives we have also been embraced with their unconditional help ranging from scholarships to emotional support when my boys lost their father this past November.

As I was working in a full time position my time was limited to a few hours at home, thankfully our youth pastor kept reaching out to us and kept asking how he could serve our family and for that I will be forever thankful.

We hope you will find this building plan acceptable and we will keep you in our prayers for wisdom and guidance during the evaluation of this project.

All the Best,

Angelica Dannenberg
(408)838-4599

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Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

**From:** Ela Galang
**To:** Tiffany Brown; Jennifer Carman
**Date:** Friday, April 23, 2021 4:49:12 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a **[resident of Morgan Hill / member of West Hills / business owner and / or ...]**.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. **[I have a personal connection to West Hills, having been a member for X years...having been personally helped by church programs and activities...having served this community for X years through West Hills...OR something else brief, positive and personal]**

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Raquel Galang

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**From:** gingerjackson@charter.net
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Planning
**Date:** Saturday, April 24, 2021 12:38:03 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hill Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member for 18 years and regular attender 5 years before that. The church has personally helped me by being able to be a part of their programs and activities. It has been a joy to serve in the community over the past 18 years along side with West Hills Community Church members.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Ginger Jackson

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**From:** gingerjackson@charter.net
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills
**Date:** Saturday, April 24, 2021 12:40:16 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hill Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member for 18 years and regular attender 5 years before that. The church has personally helped me by being able to be a part of their programs and activities. It has been a joy to serve in the community over the past 18 years along side with West Hills Community Church members.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Todd Jackson

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**From:** lbeasley@beasleydirect.com
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Support for West Hills Community Church Development Plan
**Date:** Sunday, April 25, 2021 2:05:08 PM

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

I am writing to express my support for West Hills Community Church Development Plan. I am writing as a resident and business owner in Morgan Hill and member of the church. West Hills Community Church is a vibrant member of the Morgan Hill community which provides many services to the community, including: police and fire chaplaincy, weekly food ministry to several low income housing communities, free after school programs to El Toro and San Martin Gwinn, mid week mother and child programs, free counseling services, and a location for weddings and memorial services. In addition, within the church community this past year I've seen something very special as many families have experienced financial hardship and illness, the church community has truly come to their aid with meals, babysitting, financial help, whatever they needed to help them weather the storm. My family was the recipient of some of that help. What a blessing to have this community stand by us during one of the worst periods of our life.

The current church buildings are temporary portals and were never designed for long term use or for the many kinds of programs that run all week long through the church facility. The church needs expansion space to keep serving the community and the hundreds of members, youth and children.

In 2000 Congress passed the **Religious Land Use and Institutionalized Persons Act** (**RLUIPA**) to prevent municipalities from putting undo burdens on religious institutions desiring to expand. We would ask that the planning commission approve our plans and allow us to move forward without the imposition of burdens.

Best regards,

Laurie Beasley

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**From:** Dave Correia
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Building Plan
**Date:** Sunday, April 25, 2021 6:37:06 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

As a resident of Morgan Hill, a member of West Hills Community Church and a locally owned small business owner, I am expressing my support for the West Hills Community Church Development Plan.

A reason for attending West Hills Community Church has been its commitment to serving the people of Morgan Hill and the South County. Since moving to Morgan Hill in 2010 I have seen our city experience tremendous growth. I have also witnessed many families displaced by the rising cost of living, and the pandemic has only increased the challenges for families to cope with the stresses of life. West Hills and its programs continue to serve the community through these life changing events. An example is the church's food ministry which has aided many families during hard and transitional times.

The approval of this development plan is critical to the church's ability to continue serving the growing and changing needs of the Morgan Hill and Santa Clara County communities.

Your attention to this important project and your service to the people of Morgan Hill is greatly appreciated.

Sincerely,

Dave Correia

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**From:** Charlie Rayne
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church
**Date:** Monday, April 26, 2021 3:27:32 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hills and an active member of the South County area.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I attended this church in my youth, attending some of their youth group activities. Myself and my husband, along with our two daughters have grown our family here and have come to know Christ and His many blessings with the help and community of this church.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

~Sheena Pemberton

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**From:** Gina Hobbs
**To:** Tiffany Brown; Jennifer Carman
**Subject:** Regarding West Hills Community Church
**Date:** Monday, April 26, 2021 3:28:50 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill for the past 20+ years.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. We have attended West Hills for over 35 years, and have been a part of many community outreach programs in and around Morgan Hill and believe that it is an integral part of our community.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Shawn & Gina Hobbs

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**From:** denise garduque
**To:** Tiffany Brown
**Subject:** West hills
**Date:** Monday, April 26, 2021 3:41:48 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a **member of West Hills**.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.
I **have a personal connection to West Hills, having been a member for 5 years!**

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Denise Garduque

Sent from my iPhone

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**From:** maps4@verizon.net
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Member
**Date:** Monday, April 26, 2021 3:59:34 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department:

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as not only a resident of Morgan Hill for 27 years, but also a member of West Hills Community Church for over 20 years.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

West Hills has been an outstanding outreach to our community and our program called "Kids Connection" for students who attend public schools. We are dedicated not only to our community but to our church families as well. I personally feel a positive and exceptional dedication to all that West Hills does and will do for many who attend the church as well as those who do not. There is more behind the scene than the name “West Community Church.”

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Mary Anne Pereira

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**From:** Julie Claypool
**To:** Tiffany Brown
**Subject:** West Hills Community Church Building Project
**Date:** Monday, April 26, 2021 5:41:17 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as both a resident of Morgan Hill and an attendee of the church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

My family has been tremendously blessed by the church and its programs. In 2011, when I was pregnant with our second child and a new attendee, one of the members shared her own baby shower with me, and the women of the church at that time blessed my family with gifts to help us with our second child. They did not know me, but they embraced me and my family--it was one of the ways I made a lot of new friends quickly.

Our church also encourages its members toward foster care and adoption, as our leaders see the felt needs of community around us and want to offer a tangible form of help to children whose families are struggling. They want to support parents who are trying to put their lives back together to be reunited with their kids, but the church also wants those kids to have safe places to live if the parents are unable to do that.

There are many reasons West Hills Community Church is worth this building project. I understand how the secular world is skeptical of Christians. There are too many stories where pastors and priests have abused their pulpits in various ways, misappropriating scripture to support racism and/or to abuse members in their congregations. I also know that sometimes people who call themselves Christian do not act like it. I would be naive and willfully ignorant to deny the damage some churches and people calling themselves Christians have done.

But West Hills Community Church seeks to be helpful to our community. Our leaders, though not perfect, understand that they are in submission to scripture--it cannot be appropriated for their own agendas. They know this. They love God, serve us as congregants, and very much want us to be positive contributors to Morgan Hill and the world at large. Please allow us to develop buildings that will suit our needs much better than the current portables do.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Julie Wilson

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

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**From:** Cynthia Chacon
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Monday, April 26, 2021 7:24:38 PM

---

Hello Planning Commissioners:

Wayne Tanda
Joseph Mueller
Laura Gonzalez Escoto
Mohammad Habib
Liam Downey
Juan Miguel Munoz Morris
Malisha Kumar

c/o City of Morgan Hill Development Services Department

We are writing to you all at the Morgan Hill Planning Commission to convey our support for the West Hills Community Church Development Plan. We are writing as regular attenders of West Hills, and as residents of South County.

The church has been dedicated to serving the residents of Morgan Hill and the South County area for many decades. The approval of this development plan is vital to the church's ability to continue serving this amazing community, as the needs of Morgan Hill and the County grows and the needs change.

We have a personal connection to West Hills, as we have attended there for almost 14 years. Our children have had opportunities for serving and connecting thru the programs and activities provided. West Hill is a great asset to Morgan Hill, and has been beneficial for so many of the residents who reside here.

We appreciate your time and attention to this vital project, as well as for your service to the residents here in Morgan Hill.

Sincerely,

Shawn and Cynthia Chacon

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**From:** karyn roehrl
**To:** Tiffany Brown
**Cc:** Jennifer Carman
**Subject:** West Hills development Plan
**Date:** Monday, April 26, 2021 8:12:45 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill.
West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. **[I have a personal connection to West Hills, having been a member for the past 10 years. The relationships My family and I have built has been both soul saving and irreplaceable.**
Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely
Timothy Roehrl

Sent from my iPhone

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**From:** Armando Escobar
**To:** Tiffany Brown
**Cc:** jbradley@westhills.org
**Subject:** MH Planning
**Date:** Monday, April 26, 2021 8:55:37 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a **member of West Hills**.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. **I have a personal connection to West Hills, having been a member for 4 years as a Pastor for the Hispanic Ministry and having been personally helped by church programs and activities. Also having served this community for 4 years through West Hills.**

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Armando Escobar
Ministerio Hispano

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**From:** Bonnie Campos
**To:** Jennifer Carman
**Cc:** Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Monday, April 26, 2021 10:09:30 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

We are writing to the Morgan Hill Planning Commission to express our support for the West Hills Community Church Development Plan. We are writing this as members of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. We have a personal connection to West Hills, having been members for 18 years.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Nick & Bonnie Campos

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**From:** J Lines
**To:** Tiffany Brown; Jennifer Carman
**Subject:** We write to encourage you to support the West Hills Community Church development plan
**Date:** Monday, April 26, 2021 10:28:03 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

We have been members of West Hills Community Church since 1982 . We are writing to the Morgan Hill Planning Commission to express our support for the West Hills Community Church Development Plan and are excited for the future development of our church which will help us to better serve our community of Morgan Hill and South County.

Over the years, we have participated in many church activities that have benefited our family, and outreach events that have connected us to our community.

Currently, we are involved in the Food Shares Ministry where we collect food weekly from Trader Joe's and stock our church refrigerators with food to be given away to those needing assistance. Programs like these are an example of West Hills Community Church looking for ways to support others in the Morgan Hill area, and have a positive effect on everyone involved!

The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Cathy and Jim Lines
Morgan Hill residents for 35 years

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

*Jim Lines*

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**From:** Abrown602@aol.com
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Support for the West Hills Community Church Development Plan
**Date:** Tuesday, April 27, 2021 9:49:45 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member for 15 years and having been personally helped by church programs and activities.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Alan Brown

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**From:** Farquhar, Alicia J.
**To:** Jennifer Carman; Tiffany Brown
**Cc:** jbradley@westhills.org
**Subject:** Personal Support of West Hills Community Church Building Plans
**Date:** Tuesday, April 27, 2021 3:34:16 PM

---

Planning Commissioners (c/o City of Morgan Hill Development Services Department):

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

**Re: Personal Support of West Hills Community Church Building Plans**

Dear Commissioners:

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a longtime resident of Morgan Hill and a member of West Hills Community Church ("West Hills").

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been actively attending church at West Hills for approximately 20 years. In addition to the services, I have regularly attended many other church programs which have been personally valuable to me.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

**Alicia J. Farquhar, Esq.**
Tel: (408) 921-9613

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**From:** Janet Pocus
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church
**Date:** Tuesday, April 27, 2021 7:00:09 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a 33 year resident of Morgan Hill, and a 36 year member of West Hills Community Church.

I have personally witnessed, and participated in many of the outreach ministries of our beloved church. We have grown from a small country church with less than 100 members, to a larger member base of 300+. Our church has grown because we continuously strive to meet the community in the area of their need. Whether that be food outreach ministry, spanish ministry, monetary help for disadvantaged community members, or hope in Christ when life turns upside down. We are a long standing, vibrant, necessary part of the Morgan Hill community.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

Thank you for your attention to this important project and your service to the people of Morgan Hill. We look forward to your support.

Sincerely,

Janet & Tom Pocus

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| | |
|---|---|
| **From:** | Google Calendar on behalf of dfrederick@westhills.org |
| **To:** | Tiffany Brown |
| **Subject:** | Accepted: West Hill Church Trail and Easement Update @ Wed May 5, 2021 1:30pm - 2:30pm (PDT) (Tiffany Brown) |
| **Start:** | Wednesday, May 05, 2021 1:30:00 PM |
| **End:** | Wednesday, May 05, 2021 2:30:00 PM |
| **Location:** | Microsoft Teams Meeting |
| **Attachments:** | invite.ics |

---

dfrederick@westhills.org
has accepted this invitation.

West Hill Church Trail and Easement Update

When
Wed May 5, 2021 1:30pm – 2:30pm Pacific Time - Los Angeles
Where
Microsoft Teams Meeting (map <https://www.google.com/maps/search/Microsoft+Teams+Meeting?hl=en> )
Calendar
Tiffany Brown
Who
•
Tiffany Brown
- organizer
•
dfrederick@westhills.org
- creator
•
Brad Mortensen

---

Microsoft Teams meeting
Join on your computer or mobile app
Click here to join the meeting
Learn More | Meeting options

---

Invitation from Google Calendar <https://calendar.google.com/calendar/>

You are receiving this courtesy email at the account tiffany.brown@morganhill.ca.gov because you are an attendee of this event.

To stop receiving future updates for this event, decline this event. Alternatively you can sign up for a Google account at https://calendar.google.com/calendar/ and control your notification settings for your entire calendar.

Forwarding this invitation could allow any recipient to send a response to the organizer and be added to the guest list, or invite others regardless of their own invitation status, or to modify your RSVP. Learn More <https://support.google.com/calendar/answer/37135#forwarding> .

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Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

**From:** Bob Warnock
**To:** Jennifer Carman; Tiffany Brown
**Cc:** jbradley@westhills.org; Holly Warnock (hollywarnock@yahoo.com); m.warnock8@gmail.com; kellybaran15@gmail.com; Robin Realini; "andrewwilliamwarnock@gmail.com"
**Subject:** West Hills
**Date:** Wednesday, April 28, 2021 1:28:37 PM

---

Dear Commissioners,

My wife (Holly) and I have been Morgan Hill residents for over 40 years and love this town and the people in it. Our four children have all decided to remain in Morgan Hill and raise their families here as well. It does not seem the norm for young people to remain in the bay area, but our family loves the community and has chosen and is committed to enjoying the city for generations. A big part of our commitment to Morgan Hill for us, is the church that we have attended for all of those 40+ years. The church is integral to our citizenry as a family.

WHCC has been active in serving our family and the community around us in many different ways which are well documented, and as the current chairman of our board, I can assure you that it is our desire to continue to do so. As a "Community Church" we are committed to being an active part in helping build the health and vitality of our neighborhood and neighbors.

We are hoping to improve the site and buildings that have helped sustain our church for so many years. We trusting that our site development plan will be approved, allowing the valuable role that we provide to the people of Morgan Hill, to be enhanced, improved and extended for the years to come..

Thank you for your consideration,

Bob Warnock
Chaiman of the Board WHCC

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**From:** Nini Cruz
**To:** Tiffany Brown
**Subject:** WEST HILLS BUILDING PLANS
**Date:** Wednesday, April 28, 2021 6:15:30 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

We are writing to the Morgan Hill Planning Commission to express our support for the West Hills Community Church Development Plan. We are writing this as longtime residents of Morgan Hill of 41 years, members of West Hills & sole proprietor business owners.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. We have a personal connection to West Hills, having been members for 33+ years. We have been personally helped by church programs and activities. We have been involved in the church activities as well serving as former Sunday school teacher & helper.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Arthur & Divinia Cruz

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**From:** William Ruffner Jr
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Development Plan
**Date:** Thursday, April 29, 2021 1:10:42 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and a member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been a member of West Hills for 11 years, having been helped by their ministry in many areas of life including my marriage. West Hills has also been instrumental in my kids spiritual growth and emotional maturity over the years. My kids are now attending college and filling important leadership roles within their communities, based on the mentorship they received as members of West Hills.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Bill Ruffner

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**From:** Melissa Shorey
**To:** Tiffany Brown; Jennifer.Carman@morganhill.ca.gov
**Cc:** jbradley@westhills.org
**Subject:** West Hills Community Church Development Plan
**Date:** Thursday, April 29, 2021 5:05:07 PM

April 29, 2021

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident and business owner of Morgan Hill and a member of West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

After moving to Morgan Hill 8 years ago, West Hills was the first church my husband and I attended and we knew immediately it would be our church home. My husband and I have been enriched beyond measure by West Hills and have attended bible studies, made life-long friends who encourage us every day, are connected with a wonderful community group there and were married by Pastor Mike Burchfield, in 2019. The pastors, staff and leadership are committed to serving the Morgan Hill community and we fully support the development plan of our church campus and ask that you do the same by approving the development plan of West Hills.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Melissa & Robert Shorey

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

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**From:** Debbie Kenyon
**To:** Jennifer Carman
**Cc:** Tiffany Brown
**Subject:** Westhills Community Church development plan
**Date:** Thursday, April 29, 2021 6:50:17 PM

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member of West Hills for 30 years. I have been involved with helping people in our community and in the church through the programs of West Hills.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Debbie Kenyon

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**From:** James Hernandez
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Development Plan
**Date:** Thursday, April 29, 2021 10:13:38 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to you, the Planning Commission, to explain why I am supporting the West Hills Community Church Development Plan. I have been a lifelong Morgan Hill resident and long time member of West Hills Community Church. I have also been fortunate enough to work in Morgan Hill during the last 19 years. This community is very important to me and my family.

During this time, my interactions with West Hills have always been positive. The church and its members have continually served our community in a variety of ways. As the community grows and is shaped by its citizens, West Hills has been a refuge for those seeking guidance, filling needs and serving our community.

I have specifically been helped by their marriage counseling, and addiction support. My kids have been served by summer VBS programs, weekly youth group gatherings and much more. My family and I have also been able to serve our community by delivering food and packaging items to those in need.

The approval of the West Hills Development Plan will only increase the opportunities for the church to support and give back to our community needs. Thank you for your attention to this matter and your sincere support for families in our community.
Sincerely
James Hernandez

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**From:** Theresa Marie-Duran
**To:** jennifer.carman@moganhill.ca.gov; Tiffany Brown
**Cc:** Theresa Marie
**Subject:** West Hills Building Plans
**Date:** Friday, April 30, 2021 8:58:46 AM

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning commission to express my support for the West Hills Community Church Development Plan. I am writing as a 20 year resident of Morgan Hill.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection with West Hills, having been a member for five years. I have personally helped the church with many programs and activities since attending.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Theresa Marie-Duran
Sr. Staff Assistant
Kaiser Permanente, San Jose
Personal Email: tmarie95037@gmail.com

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**From:** Lisa Chapman
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Friday, April 30, 2021 9:38:36 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. As a 10 year member, I have seen how West Hills has been integral through the years in many areas of service, including providing after-school and summer kids programs, on-site youth programs, free mentoring/counseling, as well as food-service programs which coordinate with our local grocery stores. So many members of West Hills, including staff, have sacrificed time and money to serve our community and we hope to do so even more effectively with much needed new facilities.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Lisa Chapman

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**From:** Gordon Guthmiller
**To:** Jennifer Carman; Tiffany Brown
**Cc:** Brad Mortensen
**Subject:** West Hills Building Plans
**Date:** Friday, April 30, 2021 2:40:03 PM

---

Dear Planning Commissioners:

Mohammad Habib

Malisha Kumar

Laura Gonzalez Escoto

Wayne Tanda

Joseph Mueller

Liam Downey

Juan Miguel Munoz Morris

c/oCity of Morgan Hill Development Services Department

We are writing to the Morgan Hill Planning Commission to express our support for the West Hills Community Church Developmemt Plan. We are writing this as Morgan Hill residents and members of West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and South Santa Clara county communities.

We have been members of West Hills for 42 years (Gordon) and 31 years (Alene). We have been active participants in its activities in the community and have been helped by it's many programs and activities.

This devlopment should prove to be beneficial for people of Morgan Hill, South County and to the City.

Thank you for your attention to this important project and your service to the people of Morgan Hill and the surrounding communities.

Sincerely,

Gordon Earl Guthmiller

Alene Kiyoko Guthmiller

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Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

opening a new helpdesk request online or call 408-909-0055.

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

**From:** claudiac
**To:** Jennifer Carman; Tiffany Brown
**Cc:** Brad Mortensen
**Subject:** West Hills Church Development Plan
**Date:** Friday, April 30, 2021 3:53:27 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a long time resident of Morgan Hill and a member of West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been a member of West Hills for over 15 years and have been helped personally by their programs and activities. In addition I have been able to help and encourage others through opportunities afforded me at West Hills.

Thank you so much for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Claudia W. Clark

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**From:** Jeremy Medeiros
**To:** Jennifer Carman; Tiffany Brown
**Date:** Saturday, May 01, 2021 7:52:37 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and a member of West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills since my birth in 1986. Growing up in West Hills has had a positive effect on my life, and after leaving the area and coming back as an adult with my new wife, I look forward to raising the next generation at West Hills.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Jeremy Medeiros
17715 Florence Court
Morgan Hill CA 95136

--
Jeremy Medeiros
jeremymedeiros7@gmail.com
650-521-7540

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**From:** Carmichael, Eddie [JAN]
**To:** Tiffany Brown
**Subject:** WHCC PD Submittal
**Date:** Monday, May 03, 2021 9:12:41 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a **member of West Hills Community Church.**

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. **I have been a faithful member of WHCC for 20 years and have seen many lives changed and the Faith community grow spiritually and as a church family.**

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Eddie Carmichael

Sent from my iPad

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**From:** Greg Mayer
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church
**Date:** Monday, May 03, 2021 2:06:11 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a long time resident of Morgan Hill and 1989 graduate of Live Oak High School!

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. My family and I have attended West Hills since 1996 and it is a vital part of our local community. I think this project is critical for both West Hills and the City of Morgan Hill and will be instrumental to continue to build on a strong partnership.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Greg Mayer

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**From:** ted.buckman
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Support for West Hills Community Church Development Plan
**Date:** Monday, May 03, 2021 2:31:49 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been a supporting member of West Hills for 20 years.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Ted Buckman

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**From:** Irving Tamura
**To:** Jennifer Carman; Tiffany Brown
**Cc:** Brad Mortensen
**Subject:** Westhills Development Plan
**Date:** Tuesday, May 04, 2021 9:47:43 AM

---

Dear City of Morgan Hill Development Services Department,
I am writing to express my support for the West Hills Community Church Development Plan. My wife and I are longtime residents of Morgan Hill, members of West Hills, Farmers and Business owners.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. Westhills originally was started by Local Japanese Christian farmers. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara county communities. Our Family have a personal connection to West Hills for 3 generations, having been a members for over 30 years. The Tamura family have been personally helped by church programs, activities also we have contributed to the community through West Hills either in finances or service. Westhills is a wonderful conduit of service, positive asset and influence to the Morgan Hill community.

Thank you for your attention to this important project and your service to the people of Morgan Hill. If you have any questions please feel free to call me personally at 408-210-8206.

Sincerely,

*Irving Tamura*
*Landscape Contractor for the Sunset Idea House*

tamura
creating outdoor ambiance for california living

408-279-0236 office
408-279-0141 fax

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Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

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**From:** Dolce Spazio Dessert Cafe
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Development Plan
**Date:** Tuesday, May 04, 2021 10:51:48 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member for 5 years, and being involved on the worship team as a drummer.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Mike Orlando

"And let us consider how we may spur one another on toward love and good deeds".
Hebrews 10:24

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**From:** David Frederick
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Support for West Hills Community Church Development Plan
**Date:** Wednesday, May 05, 2021 9:50:24 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a lifelong resident of Morgan Hill and the South County, member of West Hills Community Church and a pastor on staff.

has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. West Hills has supported me and my family in countless ways. I was first connected to the church in college, during a particularly challenging time in my life. I found meaningful friendship, counseling, and mentorship during a critical time from peers and the pastors on staff. I would later get married, start a career and have kids. The church community was a place for my marriage to be supported and for me to learn what it meant to serve and invest in the lives of others. Likewise, our family has been served and supported by the church through the various kids and youth programs but also more meaningfully through adoption and foster care support. Specifically, my wife and I foster-adopted our oldest daughter eight years ago and more recently we adopted our youngest daughter, internationally, three years ago. Our family found critical support from members of the church and were able to make this leap of faith because of their generosity and commitment to us as a family. Im excited to see how the church will continue to grow and serve our community and this plan development will be an essential step to help that to happen.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
David and Pamela Frederick
MH Residents for 30+ years

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

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**From:** Carl Pelaez
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Wednesday, May 05, 2021 9:53:25 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a **[resident of Morgan Hill / member of West Hills / business owner and / or ...]**.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. **[I have a personal connection to West Hills, having been a member for X years...having been personally helped by church programs and activities...having served this community for X years through West Hills...OR something else brief, positive and personal]**

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Carl Pelaez

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**From:** Robert Wells
**To:** Jennifer Carman; Tiffany Brown
**Cc:** Brad Mortensen
**Subject:** Development Plan for West Hills Community Church
**Date:** Friday, May 07, 2021 11:08:26 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am a member of West Hills and a resident of Morgan Hill.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been a member of West Hills for 42 years and the church has provided youth activities for our children and been a source of valuable instruction on topics such as parenting and marriage.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Robert Wells

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**From:** Robert Wells
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Development Plan for West Hills Community Church
**Date:** Friday, May 07, 2021 11:26:56 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am a member of West Hills and a resident of Morgan Hill.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been a member of West Hills for 42 years and the church has provided youth activities for our children and been a source of valuable instruction for me regarding many
areas of my life.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Nancy Wells

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**From:** Jennifer Davis
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church
**Date:** Monday, May 10, 2021 7:57:45 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have lived in Morgan Hill since 1991, and have attended West Hills Community Church since 1999. I was a teenager in highschool when I started attending full time in 1999 and the church provided a place for me to reach out for help when my parents were getting divorced. It provided activities that kept me engaged and out of trouble during a hard time in my life. Since then I have attended with my husband and 4 children. I served on the food ministry team for several years serving low income families food in Morgan Hill and Gilroy. The need for food is real in our community and people are often hesitant to reach out. West Hills has been going out into the communities in need and providing a loving environement with no questions asked for food. The amount of families in our community served in this way is amazing to see and they are very thankful. The community needs West Hills.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Jennifer Davis

--

**Jennifer Davis**
**Accounts Manager**
jdavis@jkseva.com
Bay Area, CA
http://jkseva.com

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**From:** Lydia Palmer
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Monday, May 10, 2021 12:47:27 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill for over 71 years and a member of West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been a member of West Hills for 35 years and have helped in the children's ministry for over 25 years. The last 2 years I have helped with our Kids Connection after school program at El Toro.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Lydia Palmer

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**From:** Jeff Wilson
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Church
**Date:** Monday, May 10, 2021 12:57:07 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident and member of West Hills Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been a member of West Hills for nearly 20 years and have seen first-hand the positive impact it has had on our community. Thank you for your consideration to allow their impact to continue to grow for the people of MH as well as the members it serves.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Jeff Wilson

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**From:** Aaron Hart
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Support for West Hills Community Church Development Plan
**Date:** Monday, May 10, 2021 1:39:27 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member for 5 years and receiving support from the staff and members there and also having the opportunity to serve other members and the community at large through the various programs and services they provide.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Aaron Hart

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**From:** Salena Santos
**To:** Tiffany Brown; Jennifer Carman
**Subject:** West Hills Community Church
**Date:** Monday, May 10, 2021 2:56:22 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downe y
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member for 2 years. My family and I have been part of a community group at this church and it has made a positive impact on our family!

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Salena Santos

Sent from my iPhone

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**From:** Robert Shorey
**To:** Jennifer Carman
**Cc:** Tiffany Brown
**Subject:** Westhills Church Development Plan
**Date:** Monday, May 10, 2021 3:48:22 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

My email is a letter of support and explanation to the Morgan Hill Planning Commission on behalf of the West Hills Community Church Development Plan. I am writing this as a Morgan Hill resident and dental office owner in the Morgan Hill Community. I moved to Morgan Hill 9 years ago after my former dental school room mate's widow contacted me to buy her deceased husband's dental practice. I have come to love the charm of Morgan Hill but initially found it difficult as an outsider to connect with my adopted community. Besides the relationships I have developed with my patients, West Hills Community Church helped me connect with other people in the area through worship as well as many social activities for the benefit of our community. I have found West Hills to be a place where people gather to do good things for people of all ages in our community and for me personally a welcoming place and it has made Morgan Hill feel like home. I have found West Hills and its future plans and focus for future activities are the stuff that make Morgan Hill a better place for all and it is part of the many good things I have found in our community. I hope you too will also see the good this church is doing for Morgan Hill and support its future development plans.

Sincerely,

Robert Shorey, DDS
ShoreyDentistry

18181 Butterfield Blvd #160
Morgan Hill, Ca. 95037
408-778-3384

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Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

**From:** Anthony Menges
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Tuesday, May 11, 2021 10:12:21 AM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

As members of West Hills Community Church, we are writing to the Morgan Hill Planning Commission to express our support for the Church Development Plan.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. As members of West Hills for the past 15 years, our family has been served by the church in many ways and we have been able to be involved in outreach to the community through the church as well.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Tony and Natalie Menges

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**From:** Patricia Bennett
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Westhills Church
**Date:** Tuesday, May 11, 2021 10:29:29 AM

---

Dear Planning Commissioners:
Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

C/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hills Church.

West Hills Church has been a support for the community for over 70 years. I have been involved as a member for the past 6 years. The church has acted as an extended family to so many. The women's activities have been my much needed "counseling sessions" - don't we all need that! There is an active group who prepare meals and take care of families in very practical ways.

Please consider the approval of this development plan as it is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,
Patty Bennett

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**From:** Yolande Hart
**To:** Jennifer Carman; Tiffany Brown
**Subject:** Support for West Hills Community Church Development Plan
**Date:** Tuesday, May 11, 2021 3:31:44 PM

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills, having been a member for 5 years and receiving support from the staff and members there and also having the opportunity to serve other members and the community at large through the various programs and services they provide.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Yolande Hart

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**From:** Ian Panzer
**To:** Jennifer Carman; Tiffany Brown
**Subject:** West Hills Community Church Development Plan
**Date:** Tuesday, May 11, 2021 5:10:43 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a member of West Hills for 8 years.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. In 2013, I met my future wife at this church and we have been married for over 4 years now. Also, I was welcomed into the West Hills community when I moved to Morgan Hill after my college graduation. Without West Hills Community Church, I would not be the person I am today.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Ian Panzer

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**From:** Kim Wells
**To:** Tiffany Brown
**Subject:** Westhills Community Church
**Date:** Thursday, May 13, 2021 10:45:11 PM

---

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church (WHCC) Development Plan. I am writing this as a member of WHCC.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been attending WHCC since 1989. This church family has supported our family through difficult times. The people in this church have also encouraged our family on many different levels. I have had the privileged of serving the local community through church sponsored events.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Kim Wells

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: Westhills Community Church
**Date:** Thursday, May 20, 2021 9:03:31 AM

---

**From:** Kim Wells <kimatwells@gmail.com>
**Sent:** Thursday, May 13, 2021 10:44 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** Westhills Community Church

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church (WHCC) Development Plan. I am writing this as a member of WHCC.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have been attending WHCC since 1989. This church family has supported our family through difficult times. The people in this church have also encouraged our family on many different levels. I have had the privileged of serving the local community through church sponsored events.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Kim Wells

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: Our Church Development Plan
**Date:** Thursday, May 20, 2021 9:04:27 AM

---

**From:** David James <whitmonster@aol.com>
**Sent:** Friday, April 30, 2021 5:59 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** Our Church Development Plan

Dear Planning Commission:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

We are writing to all of you to express our support for the West Hills Community Church Development Plan, We are writing as members of this wonderful church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the Church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. We have a personal connection to West Hills and have been helped tremendously by church programs and activities and our grandchildren as well.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

David and Sharon James

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: Our Church Development Plan
**Date:** Thursday, May 20, 2021 9:04:38 AM

---

**From:** David James <whitmonster@aol.com>
**Sent:** Friday, April 30, 2021 5:59 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** Our Church Development Plan

Dear Planning Commission:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

We are writing to all of you to express our support for the West Hills Community Church Development Plan, We are writing as members of this wonderful church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the Church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. We have a personal connection to West Hills and have been helped tremendously by church programs and activities and our grandchildren as well.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

David and Sharon James

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: West Hills Community Church Development Plan
**Date:** Thursday, May 20, 2021 9:04:49 AM

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**From:** Jane Cacas <janecacas@hotmail.com>
**Sent:** Friday, April 30, 2021 3:48 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** West Hills Community Church Development Plan

Dear Planning Commission,

This letter is to offer my support for the West Hills Development Plan. My husband and myself have been long-time attenders of West Hills as well as long-time residents of Morgan Hill.

Having served in children's ministry, I know how critical this expansion is to serve the growing families and new families moving to Morgan Hill.

This church not only serves its members, but the Morgan Hill Community as a whole with a food outreach program to those in need in our community.

Therefore, we ask for the approval of this development plan. Thank you.

Jane Cacas

Sent from Mail for Windows 10

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: West Hills Community Church Development Plan
**Date:** Thursday, May 20, 2021 9:05:07 AM

---

**From:** Robert Shorey <shoreydds@gmail.com>
**Sent:** Thursday, April 29, 2021 5:12 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** West Hills Community Church Development Plan

April 29, 2021

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident and business owner of Morgan Hill and a member of West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

After moving to Morgan Hill, 8 years ago, West Hills was the first church my husband and I attended and we knew immediately it would be our church home. My husband and I have been enriched beyond measure by West Hills and have attended bible studies, made life-long friends who encourage us every day, are connected with a wonderful community group there and were married by Pastor Mike Burchfield, in 2019. The pastors, staff and leadership are committed to serving the Morgan Hill community and we fully support the development plan of our church campus and ask that you do the same by approving the development plan of West Hills.

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Melissa & Robert Shorey

--

*Shorey Dentistry*
18181 Butterfield Blvd. Suite 160
Morgan Hill, CA 95037
(408)778-3384 office
(408)779-1384 fax
**www.ShoreyDentistry.com**

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: WEST HILLS BUILDING PLANS
**Date:** Thursday, May 20, 2021 9:05:25 AM

---

**From:** Nini Cruz <nini_cruz@msn.com>
**Sent:** Wednesday, April 28, 2021 6:13 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** WEST HILLS BUILDING PLANS

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

We are writing to the Morgan Hill Planning Commission to express our support for the West Hills Community Church Development Plan. We are writing this as longtime residents of Morgan Hill of 41 years, members of West Hills & sole proprietor business owners.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. We have a personal connection to West Hills, having been members for 33+ years. We have been personally helped by church programs and activities. We have been involved in the church activities as well serving as former Sunday school teacher & helper.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Arthur & Divinia Cruz

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw:
**Date:** Thursday, May 20, 2021 9:05:40 AM

---

**From:** Alex Goldinger <alexgoldinger1@gmail.com>
**Sent:** Tuesday, April 27, 2021 2:15 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:**

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and a member of West Hills.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities. I have a personal connection to West Hills. Though I have only been a member for one year, I joined at a time when it did not make any sense to become a member & start attending a church: During a global pandemic while services were only on live stream. I believe that speaks volumes about how wonderful West Hills is. Not only were we in the middle of a pandemic, but I had just gotten married & moved to the Bay Area from Louisville, Kentucky. They instantly became my family & my greatest support during such a complicated time of the world & my personal life.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Alex Goldinger

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: West Hills Community Church bldg approval
**Date:** Thursday, May 20, 2021 9:06:00 AM

---

**From:** Ken Fels <kenfels7@gmail.com>
**Sent:** Monday, April 26, 2021 7:38 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Cc:** Brad Mortensen <jbradley@westhills.org>
**Subject:** West Hills Community Church bldg approval

Dear Planning Commssioners:

I am writing to you to express my support for the West Hills Community Church building plan. I have been a member of West Hills for the past 12 years, and have been active in our benevolence program in helping community members through difficult financial times for the past 7 years. I am also a retired business owner in Morgan Hill for 34 years prior to retirement. West Hills has been a faithful steward to our community for over 70 years, and will continue to do so with your help for many years to come.

Thank you for your consideration,

Ken Fels
522 Via Sorrento
Morgan Hill

Sent from my iPhone

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: Building plan, West Hills Church in Morgan Hill
**Date:** Thursday, May 20, 2021 9:06:10 AM

---

**From:** Julie Claypool <claypot1@yahoo.com>
**Sent:** Monday, April 26, 2021 5:40 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** Building plan, West Hills Church in Morgan Hill

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as both a resident of Morgan Hill and an attendee of the church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

My family has been tremendously blessed by the church and its programs. In 2011, when I was pregnant with our second child and a new attendee, one of the members shared her own baby shower with me, and the women of the church at that time blessed my family with gifts to help us with our second child. They did not know me, but they embraced me and my family--it was one of the ways I made a lot of new friends quickly.

Our church also encourages its members toward foster care and adoption, as our leaders see the felt needs of community around us and want to offer a tangible form of help to children whose families are struggling. They want to support parents who are trying to put their lives back together to be reunited with their kids, but the church also wants those kids to have safe places to live if the parents are unable to do that.

There are many reasons West Hills Community Church is worth this building project. I understand how the secular world is skeptical of Christians. There are too many stories where pastors and priests have abused their pulpits in various ways, misappropriating scripture to support racism and/or to abuse members in their congregations. I also know that sometimes people who call themselves Christian do not act like it. I would be naive and willfully ignorant to deny the damage some churches and people calling themselves Christians have done.

But West Hills Community Church seeks to be helpful to our community. Our leaders, though not perfect, understand that they are in submission to scripture--it cannot be appropriated for their own agendas.

Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

They know this. They love God, serve us as congregants, and very much want us to be positive contributors to Morgan Hill and the world at large. Please allow us to develop buildings that will suit our needs much better than the current portables do.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Julie Wilson

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**From:** Jennifer Carman
**To:** Jenna Luna; Tiffany Brown
**Subject:** Fw: West Hills
**Date:** Thursday, May 20, 2021 9:06:23 AM

---

**From:** denise garduque <denise.garduque@yahoo.com>
**Sent:** Monday, April 26, 2021 3:41 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>
**Subject:** West Hills

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a **member of West Hills**.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.
I **have a personal connection to West Hills, having been a member for 5 years!**

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Denise Garduque

Sent from my iPhone

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Attachment: Public Comments [Revision 1] (3069 : West Hills Community Church Prelim)

**Jenna Luna**

**To:** Tiffany Brown
**Subject:** RE: [EXTERNAL] West Hills Community Church Development Plan

-----Original Message-----
From: jnjhaughey@charter.net <jnjhaughey@charter.net>
Sent: Saturday, May 22, 2021 8:29 PM
To: Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>; Tiffany Brown <Tiffany.Brown@morganhill.ca.gov>
Cc: jbradley@westhills.org
Subject: [EXTERNAL] West Hills Community Church Development Plan

Morgan Hill Planning Commission
Dear Planning Commissioners

Wayne Tanda
Joseph Mueller
Juan Miguel Munoz Morris
Malisha Kumar
Mohammad Habib
Laura Gonzalez Escoto
Liam Downey

c/o City of Morgan Hill Development Services Department

I am sending this letter to the Morgan Hill Planning Commission to express support for the West Hills Community Church Development Plan I am writing this as a member of West Hills Community Church and as a Resident of Morgan Hill (20 years +)

West Hills Church has been serving the people of Morgan Hill and the South County area for seven decades Approval of this Plan is critical for the Church to continue serving the changing and growing needs of Morgan Hill and South Santa Clara County communities

As a long-time member of West Hills Church I have seen and experienced the benefits to the surrounding communities from the activities, ministries and services provided by the Church

Thanks for your consideration and attention to this important Plan/Project

Joe Haughey

Son of Geraldine Haughey CityofSanJose PublicWorks Transportation
(retired)(deceased)

Brother of Jim Haughey CityofSanJose. Roads and Traffic
(retired)



Attachment: Item 2 - Supplement 1 (Public Comment) (3069 : West Hills Community Church Prelim)

VIA EMAIL to Planning_Commission@morganhill.ca.gov

May 24, 2021

City of Morgan Hill Planning Commission
17575 Peak Avenue
Morgan Hill, CA 95037

**Planned Development No. SR2020-0015 West Hills Community Church** (16695 Dewitt Avenue)

Dear Commissioners,

The Santa Clara Valley Open Space Authority (Authority) appreciates the opportunity to comment on Planned Development No. SR2020-0015. The Authority owns approximately 33.37 acres (APNs 773-09-013 and 773-09-014) adjacent to the west of the West Hills Community Church (Church) property, commonly referred to as the El Toro Open Space Preserve (Preserve). The Authority has a 40-foot wide easement across the Church's property that serves as its sole access to the Authority's Preserve. This easement was granted through the attached three-party Easement and Road Maintenance Agreement (Easement Agreement) recorded on June 24, 1977 as Santa Clara County Recorder's Number 5698185 between the former owners of the Authority's property and the Church's property, and S.N. Miller and Norma Miller (Millers), who currently own the property on which the Church's driveway is located.

Based on our review of draft plans provided by City staff, the Planned Development, as proposed, will result in construction on, and obstructs the Authority's use of, the easement. The plans propose to realign the access easement during Phase 3 of the project. The proposed realignment is not acceptable to the Authority because it narrows to 16 feet as it approaches the Authority's Preserve, which is not wide enough for the Authority to effectively maintain the Preserve or for fire department access.

As the Authority (as successor), the Church (as successor) and the Millers are all parties to the Easement Agreement, a revised Easement Agreement must be agreed to between all three parties before the Planned Development Rezoning is approved. Until the parties can agree to a revised Easement Agreement, the Authority cannot support the project to the extent it affects in any manner its sole access to its Preserve. We look forward to discussing the Easement Agreement with the parties.

Thank you for your consideration.

Respectfully submitted,

Andrea Mackenzie
General Manager

Attachment: Easement and Road Maintenance Agreement

cc: Tiffany Brown, Associate Planner, City of Morgan Hill
Jennifer Carman, Development Services Director, City of Morgan Hill
Chris Ghione, Public Services Director, City of Morgan Hill
Michelle Bigelow, City Clerk, City of Morgan Hill

33 Las Colinas Lane
San Jose, CA 95119
408.224.7476 T
408.224.7548 F
openspaceauthority.org

Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

RECORDED AT THE REQUEST OF CALIFORNIA LAND TITLE CO. 5698185
AND WHEN RECORDED RETURN TO:

CALIFORNIA LAND TITLE CO.
213 West Main Street
Morgan Hill, California, 95037

C 945 PAGE 158

Recorded at the request of
California Land Title Company

JUN 24 1977 8:00 A. M.

GEORGE A. MANN, Recorder
Santa Clara County, Official Records

C 945 PAGE 158

EASEMENT AND
ROAD MAINTENANCE AGREEMENT

1. Parties: The parties to this agreement are HILLSIDE CHURCH OF MORGAN HILL, a California corporation, hereafter referred to as "HILLSIDE CHURCH", S. N. MILLER and NORMA MILLER, his wife, hereafter referred to as "MILLER, and B. NEIL DAVIS and SUE DAVIS, his wife as to a 1/3 interest; RICHARD GUNDERSON and HEIDI GUNDERSON, his wife as to a 1/6 interest; ROGER J. JACKMAN, a married man as to a 1/3 interest, and J. COLLEN SCHOFIELD and BETTY V. SCHOFIELD, his wife as to a 1/6 interest, hereafter referred to collectively as "DAVIS, et al."

2. Purpose: The purpose of this agreement is to remove certain easements now clouding the title to MILLER'S land, hereafter described, and establish easements for the benefit of HILLSIDE CHURCH and DAVIS, et al., for the benefit of their respective lands, hereafter described, and to furthermore determine who has the liability for improving those easements and maintaining the roadway.

3. Affected Lands: There are three (3) parcels of real property affected by this agreement:

(a) MILLER'S Land. All that real property described as follows:

Parcel 1, as shown on that certain Parcel Map filed March 18, 1975, in Book 352 of Maps, at page 45, Santa Clara County Records.

This land is being acquired by MILLER concurrently with the execution of this agreement, and for convenience is hereby referred to as "Miller's Land".

Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

(b) HILLSIDE CHURCH'S Land. All that real property described as follows:

Parcel 2, as shown on that certain Parcel Map filed March 18, 1975, in Book 352 of Maps, at page 45, Santa Clara County Records.

For convenience sake, this land is hereafter referred to as "Hillside Church's Land".

(c) DAVIS, et al., Land. DAVIS, et al., is the present owner of all that real property described in Exhibit A, attached hereto and incorporated herein. For convenience sake, this land is hereafter referred to as "Davis, et al., Land."

4. Consideration: In consideration for the quit claims obtained hereafter and the establishment of new easement rights, and the execution of a road maintenance agreement, all parties enter into this contract.

5. Covenants: This contract is binding on the successors in interest of all parties, and is a covenant appurtenant to the land of all parties, benefiting the land of all parties, as described herein.

6. Quit Claim:

(a) Present Driveway. There is presently shown on the parcel map filed March 18, 1975, in Book 352 of Maps, at page 45, Santa Clara County Records, Parcel 1 thereof, the "South line of 40' existing roadway". This existing roadway runs presently to the benefit of HILLSIDE CHURCH. HILLSIDE CHURCH quit-claims all its right, title and interest to such roadway to MILLER. MILLER hereby licenses HILLSIDE CHURCH to continue to use that roadway as an entrance to HILLSIDE CHURCH'S Land, until January 1, 1978, at which time such license shall automatically cease.

(b) Reserve Future R/W. On the parcel map filed on



Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

March 18, 1975, in Book 352 of Maps, page 45, Santa Clara County Records, there is denoted at Parcel 1, a "30' reserve future R/W". HILLSIDE CHURCH quit-claims all right, title and interest to this 30' reserve future R/W to MILLER, taking in its place, the easement granted to HILLSIDE CHURCH as hereafter set forth.

(c) DAVIS, et al., quit-claims to HILLSIDE CHURCH and MILLER, all of his right, title and interest in that 30' wide access and utility easement reserved for the benefit of DAVIS, et al., in the deed from Ledman to Goode, et al., recorded July 1, 1966, as Instrument No. 3081898, at Book 7429, page 401, and as further outlined on parcel map filed March 18, 1975, in Book 352 of Maps, page 45, Santa Clara County Records.

7. Creation of New Easements:

(a) HILLSIDE CHURCH and MILLER hereby grant and convey to DAVIS, et al., an easement across MILLER'S Land and HILLSIDE CHURCH'S Land, for ingress and egress and subject to the terms and conditions of use, installation and maintenance contained hereafter, such easement being more specifically described as follows:

40' Strip Within Parcel 1

A 40 foot strip of land, being a portion of Parcel 1 of that Certain Parcel Map recorded in Book 352, of Maps, at page 45, Santa Clara County Records, the southeasterly line which is more particularly described as follows:

Beginning at a point distant S65° 10'W 32.33 feet from the most southeasterly corner of said Parcel 1; thence along the southeaseterly line of said Parcel 1, S65° 10'W, 225.07 feet; thence N79° 35'W, 118.80 feet; thence S65° 12'W, 434.94 feet to the terminus thereof.



Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

40' Strip Within Parcel 2 for
Lands of Ledman - Around Pool

A 40 foot strip of land, being a portion of Parcel 2 of that certain Parcel Map recorded in Book 352 of Maps, at page 45, Santa Clara County Records, the southerly line which is more particularly described as follows:

Beginning at a point on the most easterly line of said Parcel 2 distant N03° 19' 10"W, 478.16 feet from the most southeasterly corner of said Parcel 2; thence S65° 12'W, 190.00 feet to a tangent point; thence along a curve to the left with a radius of 70.00 feet, a central angle of 49° 30' and an arc length of 60.48 feet to a point of reverse curvature; thence along a curve to the right with a radius of 100.00 feet, a central angle of 117°36' 47" and an arc length of 205.27 feet; thence N46° 41' 13"W, 155.05 feet to a point on the most westerly property line of said Parcel 2 and the terminus thereof.

(b) MILLER grants to HILLSIDE CHURCH a 40 foot wide easement for ingress and egress to HILLSIDE CHURCH'S Land subject to the terms and conditions of use, installation and maintenance contained hereafter, such easement being more specifically described as follows:

40' Strip Within Parcel 1 for Parcel 2

A 40 foot strip of land, being a portion of Parcel 1 of that certain Parcel Map recorded in Book 352 of Maps, at page 45, Santa Clara County Records, the southeasterly line which is more particularly described as follows:

Beginning at a point distant S65° 10'W, 32.33' from the most southeasterly corner of said Parcel 1; thence along the southeasterly line of said Parcel 1, S65° 10'W, 225.07 feet; thence N79° 35'W, 118.80 feet; thence S65° 12'W, 434.94 feet to the terminus thereof.

8. Modification of Easement: With respect to the easement created in favor of DAVIS, et al., in Paragraph 7(a) above, the portion of that easement crossing HILLSIDE CHURCH'S Land may be relocated at the option of HILLSIDE CHURCH to the following position on HILLSIDE CHURCH'S Land:



Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

40' Strip Within Parcel 2 For
Lands of Ledman - Over Pool

A 40 foot strip of land, being a portion of Parcel 2 of that certain Parcel Map recorded in Book 352 of Maps, at page 45, Santa Clara County Records, the southerly line which is more particularly described as follows:

Beginning at a point on the most easterly line of said Parcel 2 distant N03° 19' 10"W, 478.16 feet from the most southeasterly corner of said Parcel 2; thence S67° 13' 28" W, 364.98 feet to a tangent point; thence along a curve to the right with a radius of 100 feet, a central angle of 75° 35' 07", and an arc length of 131.92 feet; thence N37° 11' 25"W, 54.88 feet to a point on the most westerly property line of said Parcel 2 and the terminus thereof.

Such relocation may be accomplished by HILLSIDE CHURCH giving DAVIS, et al., a ten (10) day written notice of the change to take place, and then performing the necessary road work to make the new easement roadway to be of the same quality of the old easement roadway. HILLSIDE CHURCH shall be responsible for all such costs.

9. Use: All easements created within this agreement for the benefit of DAVIS, et al., Land, shall be for the purpose of unlimited residential traffic and for the installtion of the necessary utilities to service that land. All easements created within this agreement for the benefit of HILLSIDE CHURCH'S Land may be unlimited residential and church traffic purposes and for installation of necessary utilities to service that land.

10. Installation Cost: Presently there exists on the common easement shared by HILLSIDE CHURCH and DAVIS, et al., over MILLER'S Land, an oiled and screened road, extending only to HILLSIDE CHURCH'S Land, but not extending to DAVIS, et al., Land. That portion of the roadway, to the extent of 40 feet, is subject to an agreement to construct land development improvements by and between the predecessors in interest of HILLSIDE CHURCH and the County of Santa Clara, recorded March 10, 1975, in Book B312 of Official Records,



Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

at page 305, and furthermore, that piece has been offered for dedication for county road purposes to the County of Santa Clara, by Instrument recorded March 12, 1975, in Book B315 of Official Records, at page 698. In the event DAVIS, et al., Land is developed and the easements established hereunder are used, or should the County or City require such improvements pursuant to that agreement in Book B312 at page 305, Official Records, then DAVIS, et al., shall be entirely responsible for the cost of installing the street and drainage improvements, which shall be installed to the County of Santa Clara's specifications in compliance with that agreement recorded March 10, 1975, in Book B312 of Official Records, at page 305, or such other standards as the County or the City of Morgan Hill may establish. "Street and drainage improvements", as used herein, refer to all those improvements as specified in the agreement with the County, recorded at Book B312, page 305 of Official Records, described below.

11. Maintenance Cost: Until such time as DAVIS, et al., actually uses the easement granted to him hereunder, he shall not be responsible for any portion of the maintenance cost on such easement. After he begins use of such easement, he shall be responsible for 20% of the actual maintenance cost, and HILLSIDE CHURCH responsible for 80% of such maintenance cost.

12. Attorney's Fees and Court Costs: Should there by any arbitration regarding this agreement, the prevailing party shall be entitled to reasonable attorney's fees and court costs from the non-prevailing parties.

THIS AGREEMENT is executed this_____day of June, 1977.

HILLSIDE CHURCH OF MORGAN HILL

By Ronald Kinoshita

By Earl A Beverage



Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

(Corporation)

STATE OF CALIFORNIA
COUNTY OF SANTA CLARA } SS.

C 945 PAGE 164

On JUNE 22, 1977 before me, the undersigned, a Notary Public in and for said State, personally appeared RONALD KINOSHITA known to me to be the TRUSTEE, and BERL A. BEVERAGE known to me to be TRUSTEE of the corporation that executed the within Instrument, known to me to be the persons who executed the within Instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

STAPLE HERE

WITNESS my hand and official seal.

Signature Jill M Bowman

JILL BOWMAN
Name (Typed or Printed)

OFFICIAL SEAL
JILL M. BOWMAN
Notary Public - California
Principal office in
Santa Clara County, CA
My commission expires November 11, 1980

Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

C 845 PAGE 165

S. N. MILLER

NORMA MILLER

B. NEIL DAVIS

SUE DAVIS

J. COLLEN SCHOFIELD

BETTY V. SCHOFIELD

RICHARD GUNDERSON

HEIDI GUNDERSON

ROGER J. JACKMAN
by his attorneys in fact
B. NEIL DAVIS and J. COLLEN SCHOFIELD

B. NEIL DAVIS, Attorney in Fact

J. COLLEN SCHOFIELD,
Attorney in Fact

(Attorney in Fact)

STATE OF CALIFORNIA
COUNTY OF SANTA CLARA } SS.

On June 17, 1977 before me, the undersigned, a Notary Public in and for said State, personally appeared B. NEIL DAVIS & J. COLLEN SCHOFIELD, known to me to be the person S whose name S subscribed to the within instrument, as the Attorney S in fact of B. NEIL DAVIS, SUE DAVIS, J. COLLEN SCHOFIELD, BETTY V. SCHOFIELD, RICHARD GUNDERSON, HEIDI GUNDERSON, ROGER J. JACKMAN and acknowledged to me that they subscribed the name S of the above individual thereto as principal S and _____ own name S as Attorney S in fact.

WITNESS my hand and official seal.

Signature

JILL M. BOWMAN
Name (Typed or Printed)

STAPLE HERE

OFFICIAL SEAL
JILL M. BOWMAN
Notary Public - California
Principal office in
Santa Clara County, CA
My commission expires November 11, 1980

FINAL

Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

C 945 PAGE 166

STATE OF CALIFORNIA

County of Santa Clara

On this 17th day of June in the year one thousand nine hundred and seventy-seven, before me the undersigned a Notary Public, State of California, duly commissioned and sworn, personally appeared

S. N. Miller and Norma Miller

known to me to be the persons whose names are subscribed to the within instrument and acknowledged to me that they executed the same.

In witness whereof I have hereunto set my hand and affixed my official seal in the county of Santa Clara the day and year is this certificate first above written.

Patricia A. Smith

Notary Public, State of California

PATRICIA A. SMITH
NOTARY PUBLIC-CALIFORNIA
SANTA CLARA COUNTY
My commission expires Feb. 10, 1981

My Commission Expires Feb. 10, 1981

Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

EXHIBIT A

All that certain real property situate partly within and partly without the City of Morgan Hill, County of Santa Clara, State of California, described as follows:

PARCEL ONE:

Portion of Lot 88, as shown upon that certain Map entitled, "Catherine Dunne Ranch Map No. 3", which Map was filed for record in the Office of the Recorder of the County of Santa Clara, State of California May 11, 1894 in Book 11 of Maps, at page 65 and more particularly described as follows:

BEGINNING at a point in the centerline of DeWitt Avenue, distant thereon North 2° 57'West 75.438 feet from a granite monument set at the point of intersection thereof with the centerline of Spring Avenue, as said Avenues are shown upon the Map above referred to, said point of beginning also being the Northeasterly corner of that certain 43.21 acre tract of land described in the Deed from Frank Edward Auser, et ux., to A. T. Ledman, et ux., dated August 2, 1945, recorded August 9, 1945, in Book 1276 Official Records, page 456, Santa Clara County Records; thence from said point of beginning along the Northerly line of said 43.21 acre tract for the two following courses and distances; South 65°21'West 1120.614 feet and South 84°24'West 207.966 feet to the true point of beginning;thence from said true point of beginning North 58°44'West 858.00 feet to the line between Lots 88 and 89 as shown on the above referred to Map; thence running along the line dividing said lots, South 87°03; West 1055.53 feet to the Northwesterly corner of said Lot 88; thence South 24°29' East 1099.75 feet along the Westerly 87°03'East 1859.29 feet, more or less, to the Southwesterly corner of that certain parcel of land conveyed to R. W. Goode, et al by Deed recorded July 1, 1966, in Book 7429, page 400, Official Records; thence along the Westerly line of said lands of Goode, North 2°57' West and parallel with the centerline of DeWitt Avenue 540.00 feet more or less to the true point of beginning.

Attachment: Item 2 - Supplement 2 (Public Comment) (3069 : West Hills Community Church Prelim)

**Jenna Luna**

**To:** Tiffany Brown
**Subject:** RE: [EXTERNAL] West Hills Community Church Development Plan

**From:** Damon Stokes <stokes.damon@gmail.com>
**Sent:** Monday, May 24, 2021 4:27 PM
**To:** Jennifer Carman <Jennifer.Carman@morganhill.ca.gov>; Tiffany Brown <Tiffany.Brown@morganhill.ca.gov>
**Subject:** [EXTERNAL] West Hills Community Church Development Plan

Dear Planning Commissioners:

Mohammad Habib
Malisha Kumar
Laura Gonzalez Escoto
Wayne Tanda
Joseph Mueller
Liam Downey
Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

I am writing to the Morgan Hill Planning Commission to express my support for the West Hills Community Church Development Plan. I am writing this as a resident of Morgan Hill and regular attender of West Hills Community Church.

West Hills has been committed to serving the people of Morgan Hill and the South County for over 70 years. The approval of this development plan is critical to the church's ability to serve the growing and changing needs of the Morgan Hill and Santa Clara County communities.

My family and I have been in Morgan Hill for the past 5 years, and West Hills has been key to us getting plugged into the community, serving the community, and building a life as a family in this community through the busyness of the bay area.

Thank you for your attention to this important project and your service to the people of Morgan Hill.

Sincerely,

Damon and Erin Stokes

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**Jenna Luna**

**To:** Tiffany Brown
**Subject:** RE: [EXTERNAL] Fwd: West Hills Community Church Plan Development

**From:** Michael Burchfield <mikeb@westhills.org>
**Sent:** Monday, May 24, 2021 6:21 PM
**To:** Tiffany Brown <Tiffany.Brown@morganhill.ca.gov>
**Subject:** [EXTERNAL] Fwd: West Hills Community Church Plan Development

Dear Tiffany,

I am forwarding the email below to you, because I unfortunately had your email address wrong. Thank you for your consideration

Michael Burchfield

Begin forwarded message:

**From:** Michael Burchfield <mikeb@westhills.org>
**Subject: West Hills Community Church Plan Development**
**Date:** May 24, 2021 at 6:16:34 PM PDT
**To:** Jennifer.Carman@morganhill.ca.gov, tiffany.brown@morganhill.ca.gove

To: Mohammad Habib, Malisha Kumar, Laura Gonzalez Escoto, Wayne Tanda, Joseph Mueller, Liam Downey, Juan Miguel Munoz Morris

c/o City of Morgan Hill Development Services Department

Dear Planning Commissioners,

We are writing to you to express our support for the West Hills Community Church Development Plan. We are writing this as a resident family of Morgan Hill. Having attended this church since 1987 we can attest to the fact that this church is committed to serving the greater Morgan Hill area in many and various ways.

As members of this congregation we have benefited from the help and support of the people of West Hills as our family has passed through several times of crisis over the years. The support of the church does not stop with her members however. Our members have served people in our community, whether members of our church or not, in such diverse ways as feeding people hard pressed to have enough food, to pastoral care during crisis, to teaching children and youth solid life principles; and as the lead pastor of this congregation I have had the privilege of serving the Morgan Hill Community in many ways, not the least which is service as lead chaplain for the Morgan Hill Police Department.

Our hope as a congregation is to continue to serve our community in a more expanded way as our community grows and has various needs. The approval of this development plan is critical to the churches ability to do this as we move into the future together.



Attachment: Item 2 - Supplement 4 (Public Comment) (3069 : West Hills Community Church Prelim)

Thank you for your kind consideration of this project and your own service to the people of Morgan Hill.

Sincerely

Michael Burchfield (Pastor/Chaplain)
Raquel Burchfield (MSW)

P.S. For a more complete description of the many ways West Hills Community Church adds value to our community, see the Plan Development document which was submitted to the commission previously.

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CITY OF MORGAN HILL

# Preliminary Plan Review
# SR2020-0015
# West Hills Community Church

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

May 2

# Project Site and Location

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

CITY OF MORGAN HIL

# Project History

- Operation at this location over 70-years
- CUP approved in 1989 – minor subsequent permits
- CUP amendment request in 2017
- Comprehensive Zoning Code Update, June 2018
- Preliminary Planned Development proposal

# Preliminary Review

The Zoning Ordinance requires preliminary review of proposed Planned Developments by Planning Commission where the Commissioners shall:

- Provide preliminary input on project compliance with findings required for the approval of a planned development project; and

- Input received shall not be construed as a recommendation for approval or denial of the project. Any recommendation to the applicant is advisory only and shall not be binding on either the applicant or the City.

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

CITY OF MORGAN HIL

# Planned Development Required Findings

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.

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

c. The proposed project will provide substantial public benefits 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.

CITY OF MORGAN HIL

# Planned Development Required Findings (*Cont.*)

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

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

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.

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

# Project Request

Preliminary plan review on the 5.75-acre portion of the site to remodel and Master Plan the Church's future growth.

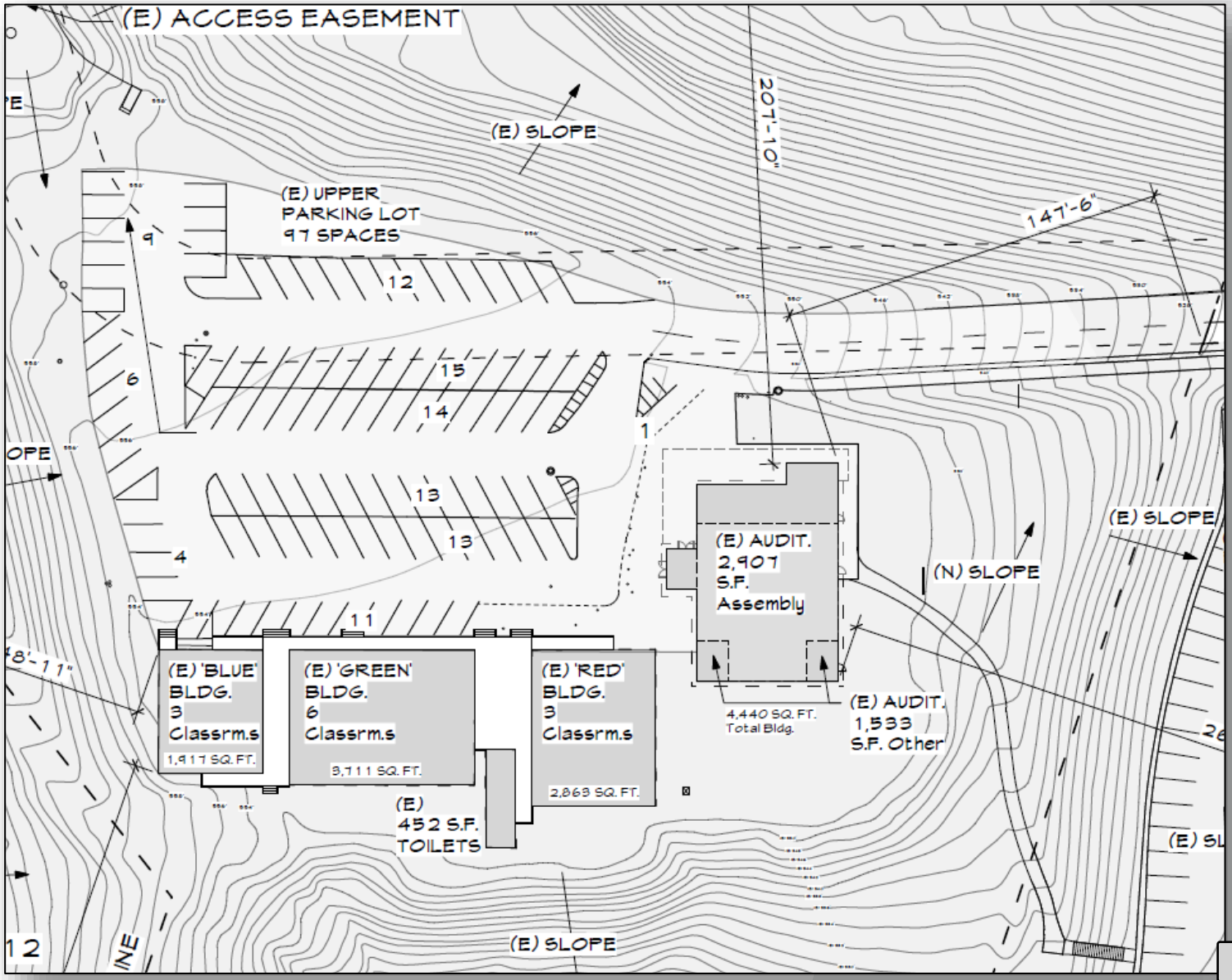
<u>Phases:</u>

1. Existing Facilities with temporary classrooms
2. Construction of new Classrooms with associated site improvements
3. Demolition of temporary classrooms and reconstruction of parking lot
4. Construct mid-level parking lot
5. Remodel and expand Church Sanctuary

# Existing Site Plan

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Phase 1


(E) ACCESS EASEMENT
(E) SLOPE
207'-10"
147'-6"
(E) UPPER
PARKING LOT
97 SPACES
9
12
15
14
6
1
13
13
4
11
(E) AUDIT.
2,907
S.F.
Assembly
(N) SLOPE
(E) SLOPE
(E) 'BLUE'
BLDG.
3
Classrm.s
1,917 SQ. FT.
(E) 'GREEN'
BLDG.
6
Classrm.s
3,711 SQ. FT.
(E) 'RED'
BLDG.
3
Classrm.s
2,863 SQ. FT.
4,440 SQ. FT.
Total Bldg.
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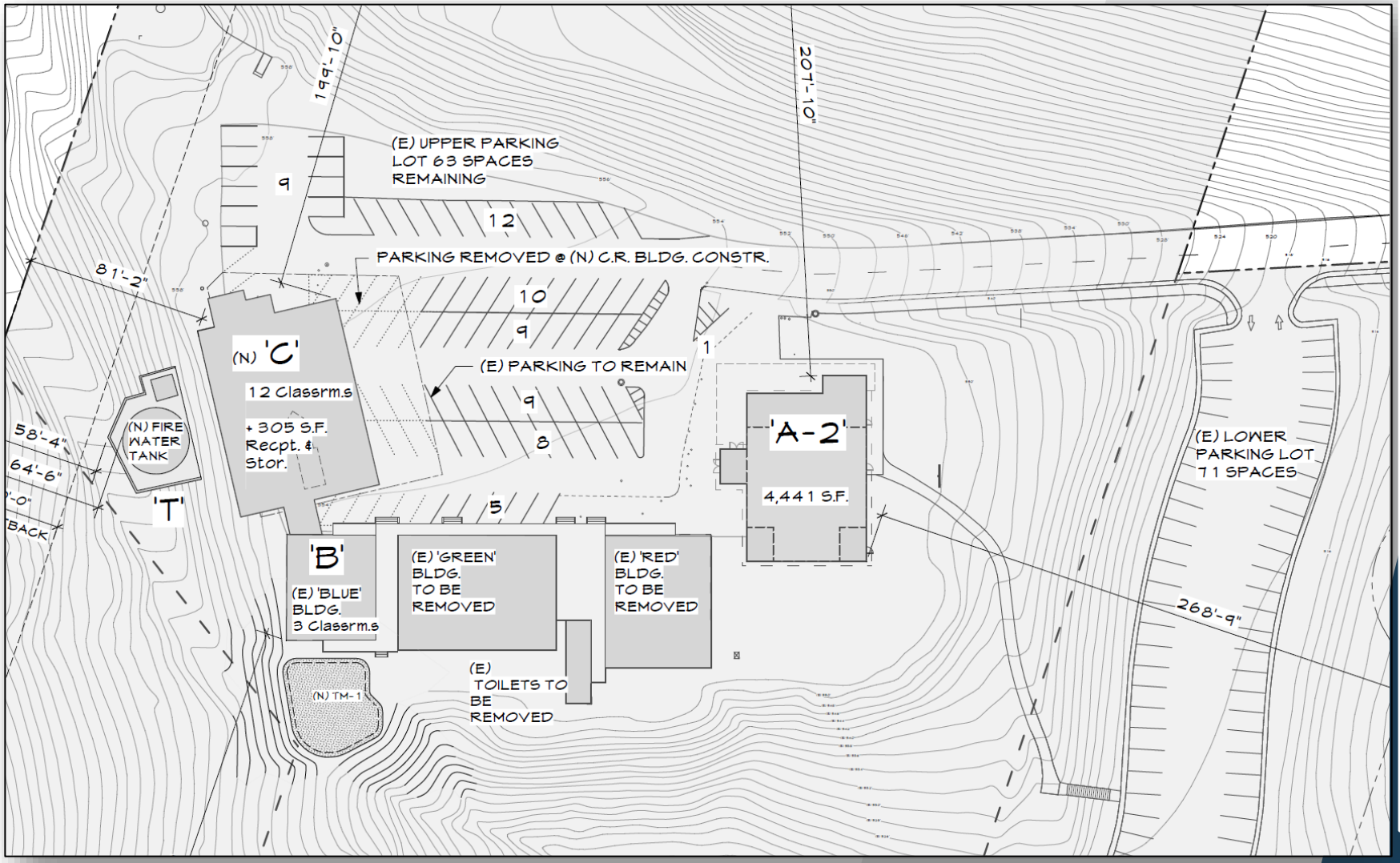
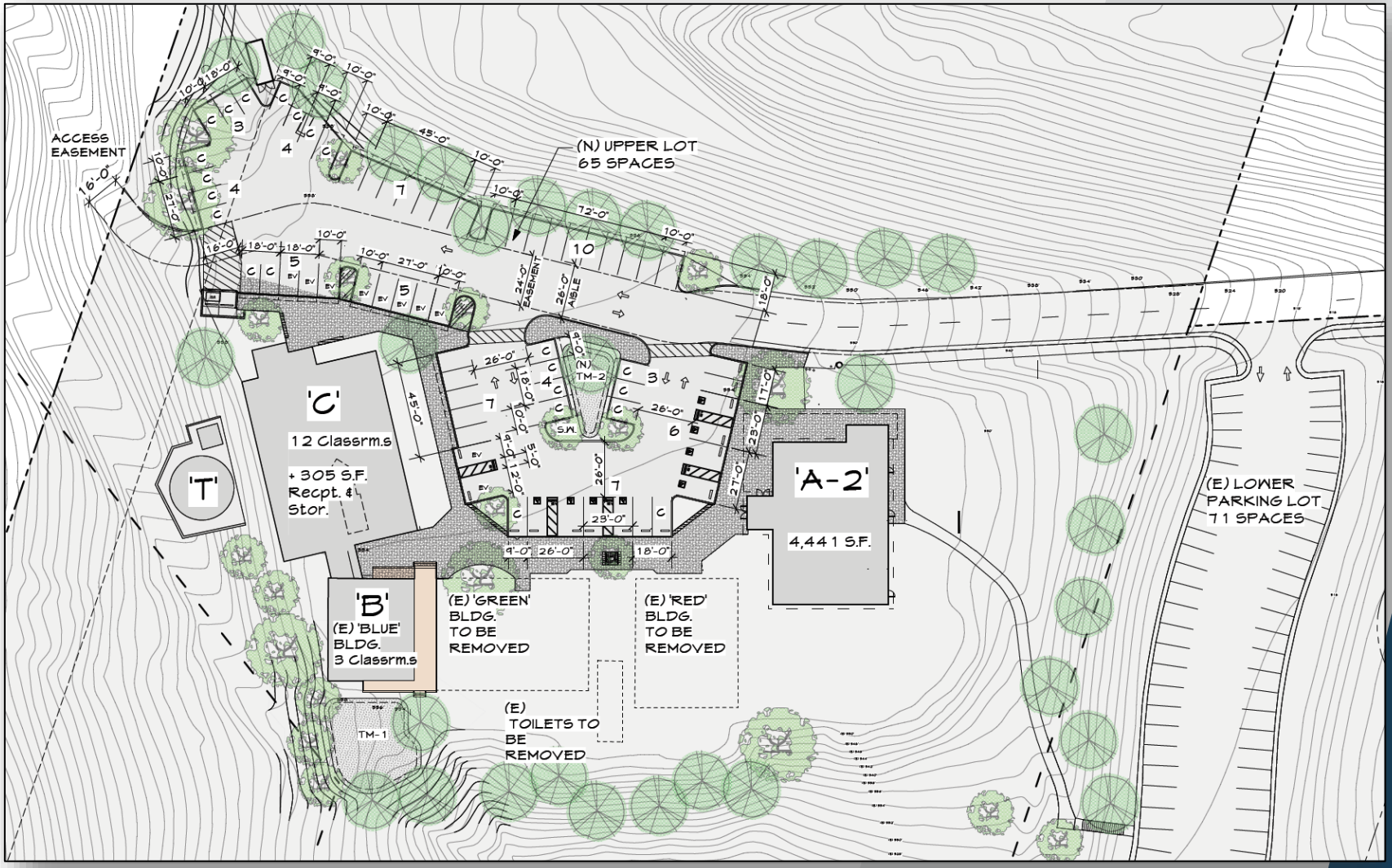
1,533
S.F. Other
(E)
452 S.F.
TOILETS
(E) SLOPE
12

# Phase 2



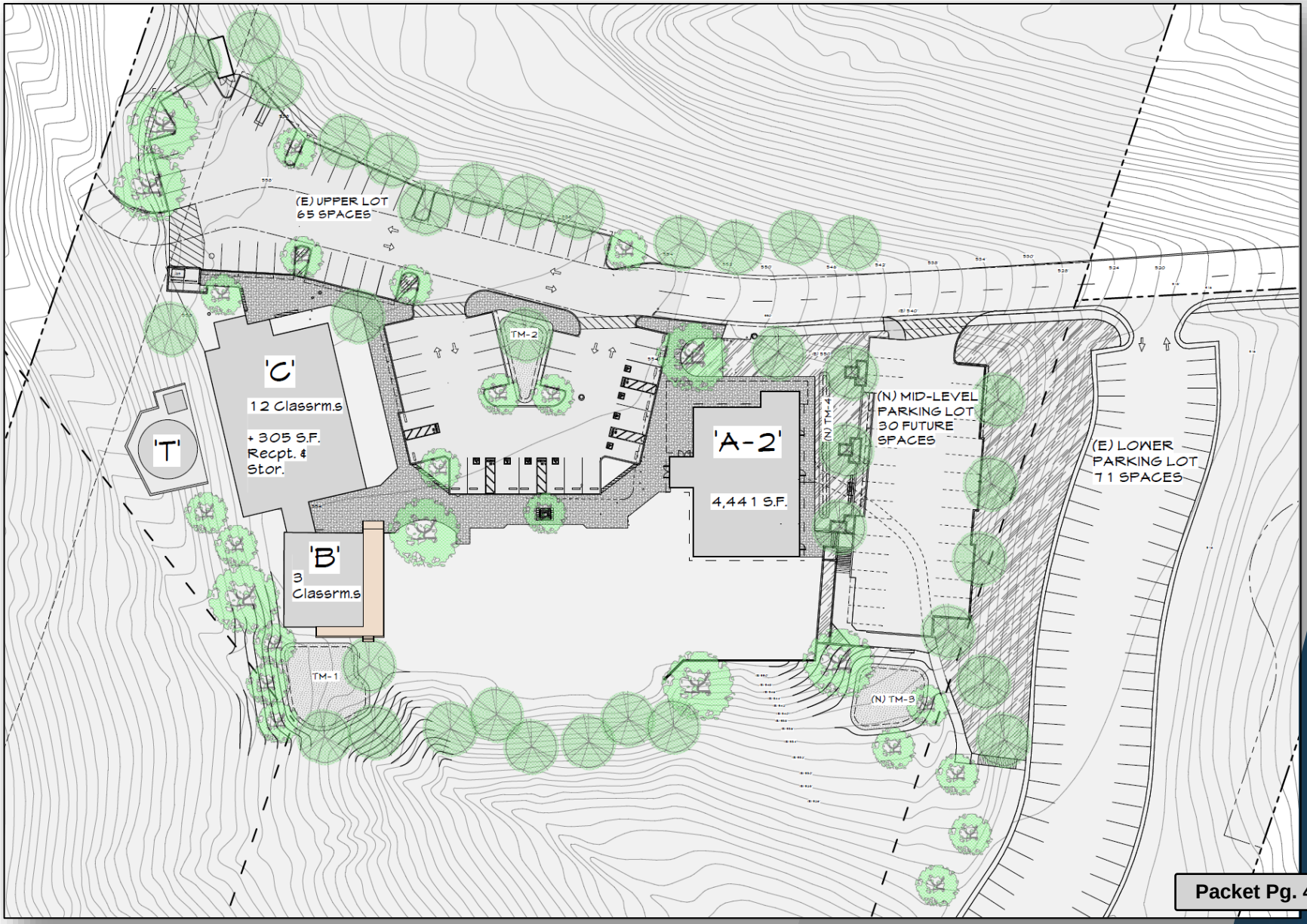

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Phase 3



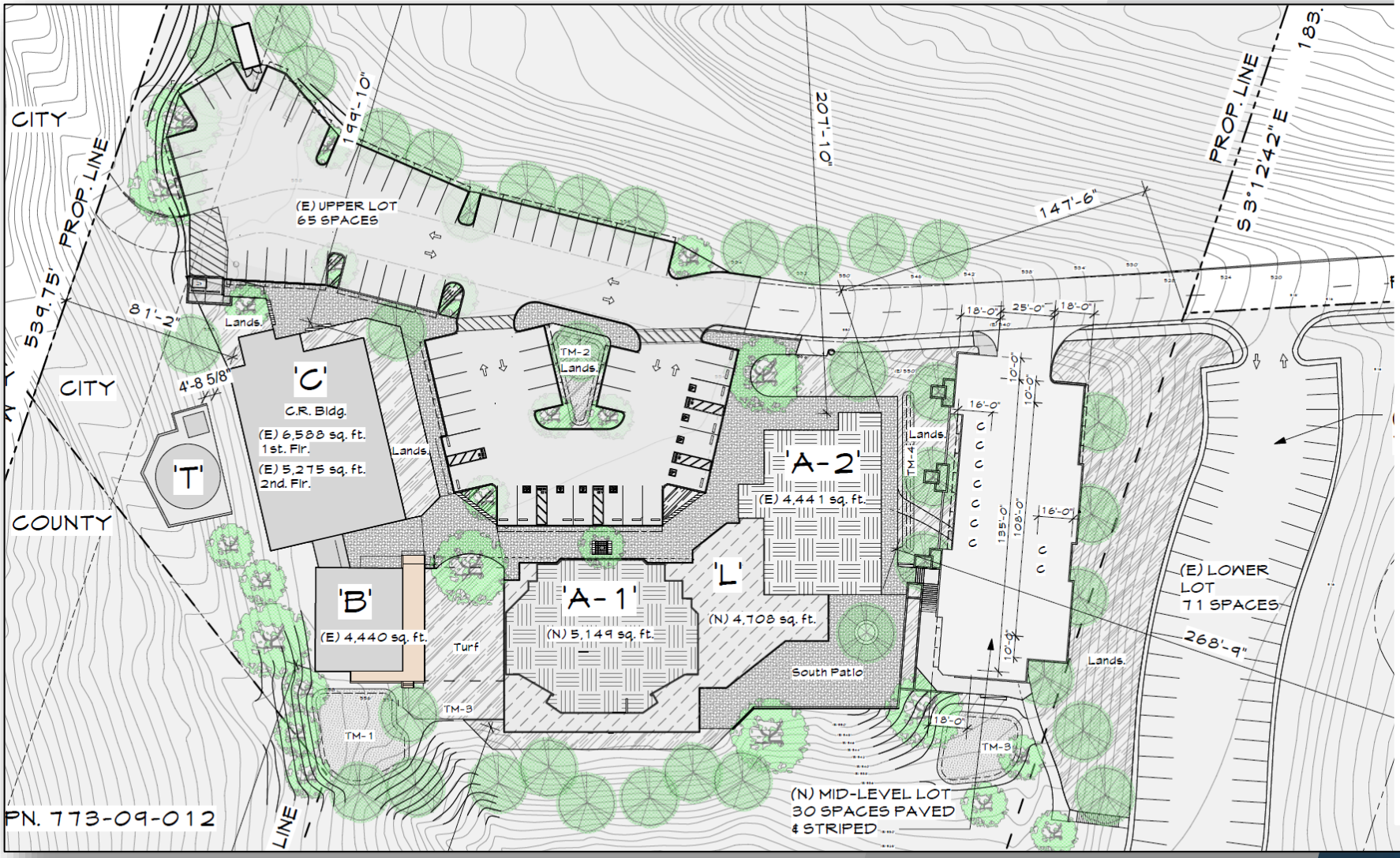

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Phase 4




Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Phase 5



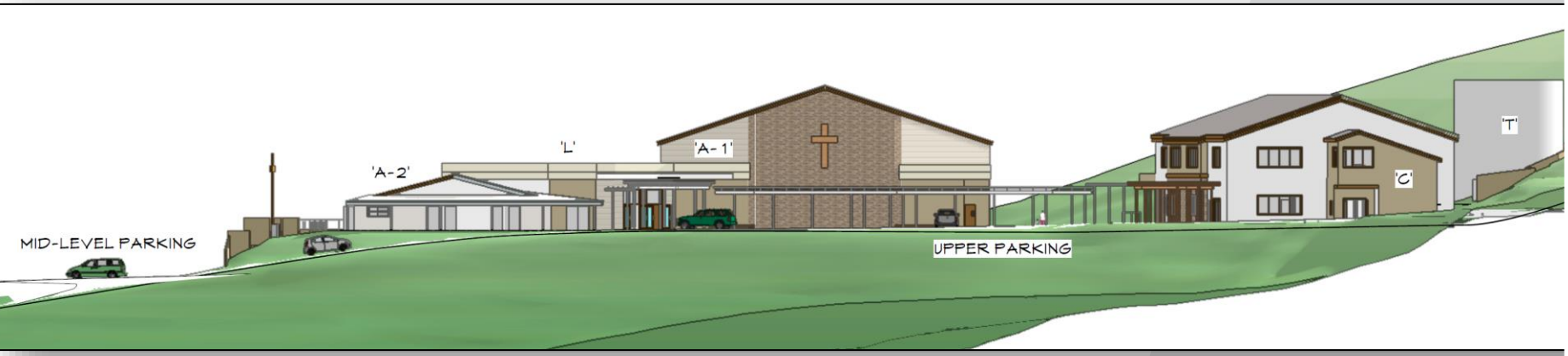

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

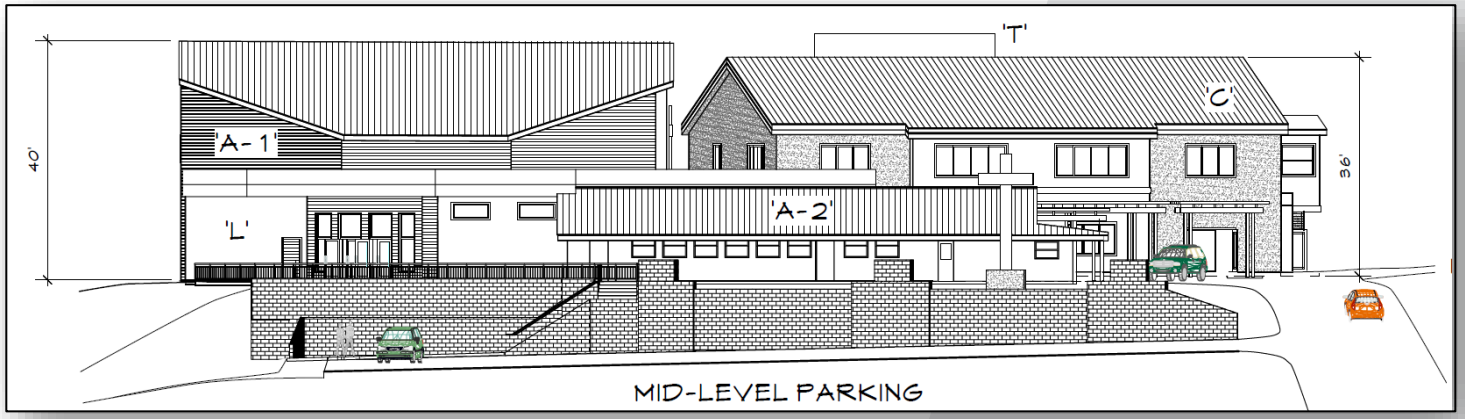
| PROPOSED STANDARDS | Code | Existing (Phase 1) | Proposed (Phase 2- 5) |
|---|---|---|---|
| Impervious Coverage Maximum | 10% [1] | 23% of 5.75-acre lot<br>17% of total property | 31% of 5.75-acre lot<br>18% of total property |
| Building Coverage, Maximum | 5% | 5% of 5.75-acre lot<br>3% of total property | 10% of 5.75-acre lot<br>6% of total property |
| Front Yard Setback | 50-feet | 93-feet | 93-feet |
| Rear Yard Setback | 50-feet | 154-feet | 81-feet |
| Interior Side Yard Setback | 50-feet | Northeast: 207<br><br>West: 23-feet to internal parcel line, 193-feet to church owned property line in in unincorporated area | Northeast: 119-feet<br><br>West: 23-feet to interna parcel line, 193-feet to church owned property line in in unincorporated area |
| Height Maximum | Two- stories or 25-feet | 16½- feet | Up to 40-feet |

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Street View of Existing

# Elevation Perspectives




Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Proposed Uses

CITY OF MORGAN HIL

<u>Permitted Uses</u>

- Place of worship
- Ancillary uses such as Sunday School, counseling, support groups, and youth camps
- Wireless Telecommunication Facilities (*stealth)

<u>Administrative Conditional Use Permit</u>

- Wireless Telecommunication Facilities (non-stealth)

<u>Conditional Use Permit (ancillary to a place of worship)</u>

- Daycare
- Preschool
- Private school k-12

# Substantial Public Benefit

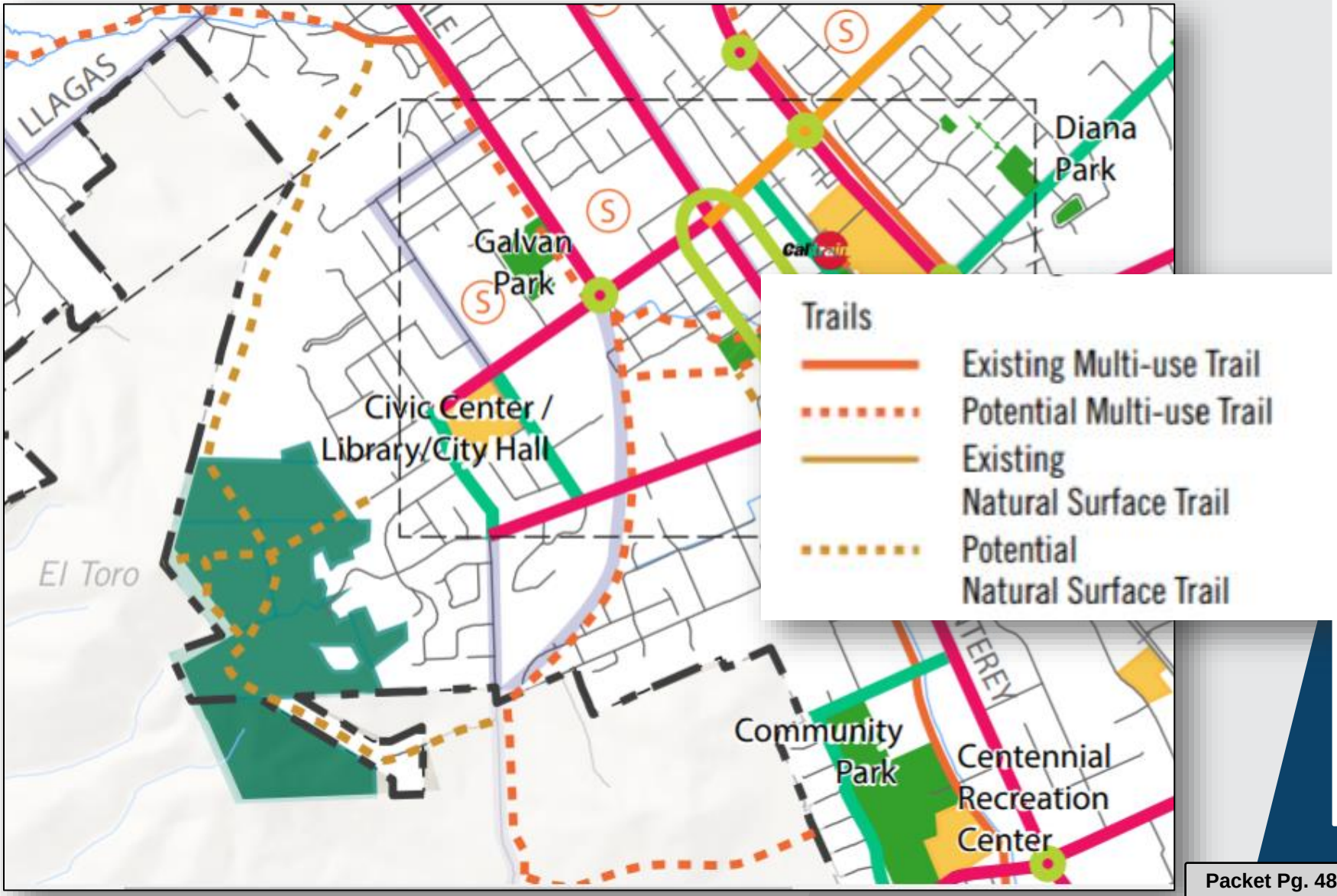
- Project feature not required by code, or provision
- Substantially exceeds City's minimum standards; and
- Significantly advances goals of the General Plan.

Project must include one or more substantial public benefits. The benefit provided shall be of sufficient value to justify deviation from standards of the zoning district that currently apply.

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Bikeways and Trails Network Map

CITY OF MORGAN HIL




Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Environmental Review

- The Preliminary Review application is not subject to CEQA, as there will be no action taken as this is an information item only
- Future development applications will require further environmental review.

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Community Engagement

CITY OF MORGAN HIL

## Public Notice For Preliminary Plan

- Publicly noticed in newspaper
- Mailed to property owners within 600 feet, and
- Sign posted at the property

## Community Meeting

Church held a virtual community meeting on March 30, 2021

Public Comments Attached

# Project Next Steps

WE ARE HERE

## Preliminary PD

- Review Project
- Receive input from Community
- Receive input from Commission for project consistency with PD requirements, and findings.

## PD Submittal

- After receipt of Input, applicant will submit a formal PD application
- CEQA: Environmental Impact Analysis
  - ✓ 30-day Comment Period

## Public Hearings

- Planning Commission recommendation
- City Council decision f approval/denial

Attachment: Staff Presentation - West Hills Church (3069 : West Hills Community Church

# Thank You

CITY OF MORGAN HILL