



**Regular Meeting Agenda
Planning Commission**

MALISHA KUMAR - CHAIR
JOSEPH MUELLER - VICE-CHAIR
LIAM DOWNEY - PLANNING COMMISSIONER
WAYNE TANDA - PLANNING COMMISSIONER
MOHAMMAD HABIB - PLANNING COMMISSIONER
PAUL LAKE - PLANNING COMMISSIONER

Tuesday, June 14, 2022 7:00 PM

Virtual Meeting

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 hand 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

Pursuant to Government Code Section 54954.2

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT

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 Commission is prohibited from discussing or taking action on any item not appearing on the posted agenda. (See additional noticing at the end of this agenda)

ORDERS OF THE DAY

CONSENT AGENDA

1. May 10, 2022 Meeting Minutes

Recommendation:

1. Accept Minutes

2. May 24, 2022 Meeting Minutes

Recommendation:

1. Accept Minutes

PUBLIC HEARINGS

3. SIGN2022-0007: THIRD - LIN (SUNSWEET): MASTER SIGN PROGRAM FOR THE COMMERCIAL SPACE LOCATED ON THE FIRST FLOOR OF THE EXISTING MIXED-USE BUILDING. THE PROPERTY, IDENTIFIED BY ASSESSOR PARCEL NUMBER 726-13-058, IS LOCATED ON THE SOUTHWEST QUADRANT OF THIRD STREET AND DEPOT STREET (SUNSWEET MORGAN HILL, LLC, OWNER).

Recommendation:

1. Open/close public hearing; and
2. Adopt a Resolution approving a Master Sign Program.

4. **UP2021-0007/EA2021-0007: BARRETT - CATALYST KIDS: CONDITIONAL USE PERMIT TO ALLOW FOR A NEW 8,420 SQUARE FOOT CHILDCARE FACILITY THAT INCLUDES EIGHT CLASSROOMS, AN OUTDOOR PLAYGROUND, OFFICES, AND STORAGE SPACE. THE PROPERTY, IDENTIFIED BY ASSESSOR PARCEL NUMBER 817-30-080, IS LOCATED ON THE NORTHWEST CORNER OF BARRET AVENUE AND BUTTERFIELD BOULEVARD (SHARMA PRADEEP AND VEENA TRUSTEE, OWNER).**

Recommendation:

1. Open/close public hearing; and
2. Adopt the Resolution approving a Conditional Use Permit for a new childcare facility.

5. **ZA2022-0003 AN ORDINANCE OF THE CITY OF MORGAN HILL ADDING A NEW SECTION 18.92.115 (“OUTDOOR DINING”) TO CHAPTER 18.92 (“SUPPLEMENTAL STANDARDS”) OF TITLE 18 (“ZONING”) OF THE MORGAN HILL MUNICIPAL CODE ESTABLISHING STANDARDS FOR RESTAURANTS TO UTILIZE AN ADJACENT SIDEWALK/PATIO (SIDEWALK CAFÉ), OR PARKING AREA (PARKLET), FOR THE PURPOSES OF OUTDOOR DINING.**

Recommendation:

1. Open/close public hearing; and,
2. Adopt Resolution recommending City Council approval of the Municipal Code Amendment.

DIRECTOR'S REPORT/ANNOUNCEMENTS

ADJOURNMENT

NOTICE

Any documents produced by the City and distributed to the majority of the Planning Commission less than 72 hours prior to an open meeting, will be made available for public inspection at the front counter at City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 and at the Morgan Hill Public Library located at 660 West Main Avenue, Morgan Hill, California, 95037 during normal business hours. (Pursuant to Government Code 54957.5)

PUBLIC COMMENT

Members of the Public are entitled to directly address the Planning 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 Planning Commission on any issue that is on this agenda, please complete a speaker request card located in the foyer of the Council 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 Planning Commission, but it is very helpful. When you are called, proceed to the podium and the Chair will recognize you. If you wish to address the Planning 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 Planning Commission.

Persons interested in proposing an item for the Planning 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 Planning's action, your request may be placed on the next appropriate agenda. Planning 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.



**Meeting Minutes
Planning Commission**

*MALISHA KUMAR - CHAIR
JOSEPH MUELLER - VICE-CHAIR
LIAM DOWNEY - PLANNING COMMISSIONER
WAYNE TANDA - PLANNING COMMISSIONER
MOHAMMAD HABIB - PLANNING COMMISSIONER
PAUL LAKE - PLANNING COMMISSIONER*

Tuesday, May 10, 2022 7:00 PM

Virtual Meeting

CALL TO ORDER

Chair Kumar called the meeting to order at 07:00 p.m.

ROLL CALL ATTENDANCE

Minutes Clerk Jenna Luna called the roll at 07:00 p.m.

PRESENT	Malisha Kumar, Joseph Mueller, Wayne Tanda, Mohammad Habib, Paul Lake
EXCUSED	Liam Downey

DECLARATION OF POSTING

Minutes Clerk Luna declared the posting of the agenda at 07:00 p.m.

PLEDGE OF ALLEGIANCE

Planning Commissioner Lake led the Pledge of Allegiance at 7:01 p.m.

PUBLIC COMMENT

Chair Kumar opened the Public Comment Period at 7:01 p.m. Hearing no requests to speak, the Public Comment Period was closed.

ORDERS OF THE DAY

No changes were made.

MINUTES APPROVAL

1. April 26, 2022 Meeting Minutes

Recommendation:

1. Approve Minutes

MOTION:

Approve the revised April 26, 2022 Meeting Minutes.

RESULT:	Passed
MOVER:	Planning Commissioner Mueller
SECONDER:	Planning Commissioner Lake
AYES:	Kumar, Mueller, Tanda, Habib, Lake
NAYS:	None
ABSTAIN:	None
EXCUSED:	Downey

PUBLIC HEARINGS

None.

OTHER BUSINESS

2. Housing Element Update - Constraints Analysis

Recommendation:

1. Review, discuss, and provide feedback on the Constraints Analysis presentation for the City of Morgan Hill Housing Element.

Principal Planner Adam Paszkowski gave a presentation at 7:03 p.m.

Chair Kumar opened the Public Comment Period at 8:12 p.m. Hearing no requests to speak, the Public Comment Period was closed.

No action was taken. The Planning Commission reviewed, discussed, and provided feedback on the Constraints Analysis presentation for the City of Morgan Hill Housing Element.

3. Selection of Planning Commission Chairperson and Vice-Chair

Recommendation:

1. Planning Commission to select a Chairperson and Vice-Chair

MOTION:

The Planning Commission nominated Planning Commissioner Mueller to serve as Vice-Chair.

RESULT:	Passed
MOVER:	Planning Commissioner Tanda
SECONDER:	Planning Commissioner Lake
AYES:	Kumar, Mueller, Tanda, Habib, Lake
NAYS:	None
ABSTAIN:	None
ABSENT:	Downey

DIRECTOR'S REPORT/ANNOUNCEMENTS

Community Development Director Jennifer Carman and Housing Director Rebecca Garcia made an announcement at 8:19 p.m.

ADJOURNMENT

There being no further business to discuss, Chair Kumar adjourned the meeting at 8:27 p.m.

MINUTES PREPARED BY:

Minutes Clerk, Jenna Luna



**Meeting Minutes
Planning Commission**

*MALISHA KUMAR - CHAIR
JOSEPH MUELLER - VICE-CHAIR
LIAM DOWNEY - PLANNING COMMISSIONER
WAYNE TANDA - PLANNING COMMISSIONER
MOHAMMAD HABIB - PLANNING COMMISSIONER
PAUL LAKE - PLANNING COMMISSIONER*

Tuesday, May 24, 2022 7:00 PM

Virtual Meeting

CALL TO ORDER

Vice-Chair Mueller called the meeting to order at 7:03 p.m.

ROLL CALL ATTENDANCE

Minutes Clerk Kim Mancera called the attendance.

STATUS	ATTENDEES
PRESENT	Joseph Mueller, Wayne Tanda, Mohammad Habib, Paul Lake, Liam Downey
EXCUSED	Malisha Kumar

DECLARATION OF POSTING

Deputy City Clerk Kim Mancera declared the posting of the agenda.

PLEDGE OF ALLEGIANCE

Planning Commissioner Downey led the Pledge of Allegiance.

PUBLIC COMMENT

Vice-Chair Mueller opened the Public Hearing at 7:06 p.m. Hearing no requests to speak, the Public Comment Period was closed.

Public Comment Supplement 1

ORDERS OF THE DAY

No changes were made.

PUBLIC HEARINGS

None.

OTHER BUSINESS

1. Housing Element Update

Recommendation:

1. Review and discuss the City of Morgan Hill Housing Element Update.

Adam Paszkowski gave a presentation.

No action was taken. The Planning Commission reviewed and discussed the City of Morgan Hill's Housing Element Update.

DIRECTOR'S REPORT/ANNOUNCEMENTS

Community Development Director Jennifer Carman made an announcement.

ADJOURNMENT

There being no further business to discuss, Vice-Chair Mueller adjourned the meeting at 7:57 p.m.

MINUTES PREPARED BY:

Angie Gonzales, CMC, Deputy City Clerk

PLANNING COMMISSION STAFF REPORT

MEETING DATE: June 14, 2022

PREPARED BY:

Tiffany Brown, Associate Planner

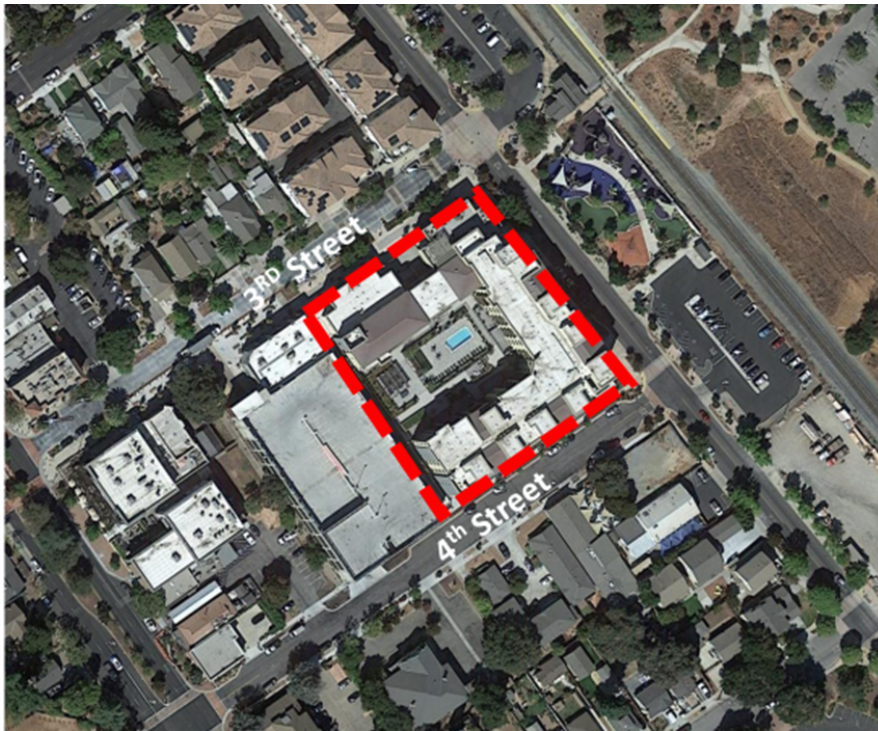
APPROVED BY: Jennifer Carmen

SIGN2022-0007: THIRD - LIN (SUNSWEEP): MASTER SIGN PROGRAM FOR THE COMMERCIAL SPACE LOCATED ON THE FIRST FLOOR OF THE EXISTING MIXED-USE BUILDING. THE PROPERTY, IDENTIFIED BY ASSESSOR PARCEL NUMBER 726-13-058, IS LOCATED ON THE SOUTHWEST QUADRANT OF THIRD STREET AND DEPOT STREET (SUNSWEEP MORGAN HILL, LLC, OWNER).

RECOMMENDATION(S)

1. Open/close public hearing; and
2. Adopt a Resolution approving a Master Sign Program.

LOCATION MAP/PROJECT INFORMATION:



- | | | |
|----|---------------|--|
| 1. | Location: | Southwest quadrant of Third Street and Depot Street (APN 726-13-054) |
| 2. | Site Area: | 1.65-Acres |
| 3. | General Plan: | Mixed-Use |
| 4. | Zoning: | Central Business District (CBD) within the Downtown Specific Plan |

5. Request: with Ground Floor Overlay along 3rd Street
Master Sign Program

BACKGROUND:

On February 15, 2017, the City Council adopted Ordinance No. 2231, New Series (Attachment 2), approving a Planned Development for a mixed-use project located on a 1.65-acre site on the west side of Depot Street between Third and Fourth Streets. The project site has been developed consistent with the Precise Development Plan, with 83 market rate apartments and 7,859 square feet of commercial space fronting Third and Depot Streets.

Section 18.88.110 of the Morgan Hill Municipal Code requires a Master Sign Program for any building containing more than one business or tenant in the Downtown Specific Plan overlay zone. The applicant submitted an application for a Master Sign Program on April 21, 2022.

PROJECT DESCRIPTION:

The applicant is requesting approval of a Master Sign Program (Attachment 3) for the 7,859 square foot commercial space along Third and Depot Streets. The program is limited to:

1. Projected Tenant Identification Signs;
2. Window Signage; and,
3. Wall Signs.

The Master Sign Program requires all future signage not specified within the program to comply with the Downtown Specific Plan Signage Guidelines and zoning code.

PROJECT ANALYSIS AND FINDINGS:

The proposed project was analyzed with respect to conformance with: 1) Morgan Hill 2035 General Plan; 2) Zoning Ordinance 3) Downtown Specific Plan 4) Findings and 5) California Environmental Quality Act:

1. General Plan Land Use Consistency

The General Plan land use designation for the subject site is Mixed Use. The majority of parcels with the Mixed Use land use designation are located in and around the Downtown Core. The intent of this land use designation is to allow for a mixture of retail and residential uses consistent with the Downtown Specific Plan. The proposed Master Sign Program is consistent with the following General Plan Policies:

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

The proposed program requires new signage to utilize quality materials and to have a common theme. The program also provides flexibility, and enhances the visual character through variety, which brings interest to the space.

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 wall mount for the projecting sign is high-quality steel with a black powder coat finish that provides an authentic detailed look in keeping with the existing architecture of the main building.

2. Zoning Ordinance Consistency

The purpose of the Zoning Code is to implement the General Plan and to protect public health, safety, and welfare.

Section 18.88.110 of the Morgan Hill Municipal Code requires a Master Sign Program for any building containing more than one business or tenant in the Downtown Specific Plan overlay zone. The purpose of a Master Sign Program is to provide a coordinated approach to signage for multi-tenant commercial developments. The Planning Commission shall consider the following design standards when considering approval of the Master Sign Program:

a. Master Sign Programs shall feature a unified and coordinated approach to the materials, color, size, type, placement, and general design of signs proposed for the project or property. A Master Sign Program may allow for variety in the design of individual signs provided that the signs contribute to a consistent visual theme within the property. The program provides standards for all new building tenant signage, identifying the allowed materials, size, type and placement, which will provide a unified look throughout the shopping center. The program allows for flexibility in colors to allow the signage to match the new business colors. The materials and placement will complement the architecture of the center.

The proposed Master Sign Program provides a unified theme and presents high-quality materials that complement the existing architecture of the main building. The Master Sign Program identifies signage locations, size specifications, and allowed materials while providing flexibility for businesses to adequately identify their use.

b. A Master Sign Program may deviate from standards contained in this chapter relating to permitted sign height, number of signs, sign area, and type of signs. A Master Sign Program may not allow prohibited signs as defined in Section 18.88.050 (Prohibited Signs).

All proposed signage and standards within the Master Sign Program are consistent with the Downtown Specific Plan Signage Guidelines and zoning code standards, including but not limited to the maximum number of signs and maximum sign area allowed. Deviations have not been requested.

3. Downtown Specific Plan

The intent of the Downtown Specific Plan Signage Guidelines is to allow for interesting and well-designed signs that reflect the diversity of uses and the personality of individual businesses. Downtown signs should be different from those in other parts of the City by virtue of Downtown's strong pedestrian orientation.

The Master Sign Program proposes standards consistent with the Downtown Specific Plan.

FINDINGS

To approve a master sign program, the review authority shall make the following findings:

a. The proposed signs are consistent with the General Plan, Zoning Code, and any applicable specific plan or area plan adopted by the City Council.

The Master Sign Program is consistent with the General Plan, Zoning Ordinance, and Downtown Specific Plan in that the sign program is proposing a unified and coordinated approach to the materials, size, type, placement, and general design of signs for the commercial space.

b. The proposed signs comply with all applicable standards in this chapter.

The Downtown Specific Plan Signage Guidelines supersede the requirements of the zoning code. Where specific provisions for signage are not provided within the Downtown Specific Plan Signage Guidelines, the zoning code would apply. The Master Sign Program will supersede both the Downtown Specific Plan Signage Guidelines and zoning code requirements. The proposed Master Sign Program is consistent with both the Downtown Specific Plan and the zoning code.

c. The proposed signs will not adversely impact public health, safety, or general welfare.

Proposed signs will not adversely impact public health, safety or general welfare in that the proposed sign placement will not obstruct public walkways or views.

d. The number, size, placement, design, and material of the proposed signs are compatible with the architectural design of the buildings on the site.

The proposed sign standards will complement the architecture of the existing building.

CONCLUSION:

The proposed master sign program is found to be consistent with the required findings. A resolution has been provided for Planning Commisison adoption of the Master Sign Program.

CEQA (California Environmental Quality Act):

The proposed Master Sign Program is Categorically Exempt from further environmental review pursuant to Section 15311 (Accessory Structures) which allows for the construction or replacement of minor structures accessory to commercial facilities, including but not limited to on-premise signage.

COMMUNITY ENGAGEMENT:

The proposed project was publicly noticed (mailing to property owners within 300-feet of the project and newspaper legal noticing) for the minimum 10-day period.

ATTACHMENTS:

1. SIGN2022-0007_PC Resolution
2. City Council Ord. 2231
3. Sunsweet Master Sign Program

RESOLUTION NO. 22-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A MASTER SIGN PROGRAM FOR COMMERCIAL SPACE LOCATED ON THE SOUTHWEST QUADRANT OF DEPOT STREET AND 3RD STREET. (APN: 726-13-054)

WHEREAS, an application was submitted by Peter Lin representing Sunsweet Morgan Hill, LLC, Owner, for a Master Sign Program for the existing commercial space fronting 3rd Street (starting approximately 300-feet east of Monterey) and Depot Street between 3rd Street and 4th Street.

WHEREAS, such request was considered by the Planning Commission at their regular meeting of June 14, 2022, at which time the Planning Commission approved application SIGN2022-0007: Third – Lin (Sunsweet); 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 Master Sign Program is consistent with the Zoning Ordinance and the General Plan.

SECTION 2. The project is categorically exempt from CEQA pursuant to Section 15311 – on premise signs.

SECTION 3. The approved Master Sign Program has been found consistent with the criteria for Master Sign Program approval contained in Chapter 18.88 of the Zoning Code as summarized below.

- a. The proposed signs are consistent with the General Plan, Zoning Code, and any applicable specific plan or area plan adopted by the City Council.

The Master Sign Program is consistent with the General Plan, Zoning Ordinance, and Downtown Specific Plan in that the sign program is proposing a unified and coordinated approach to the materials, size, type, placement, and general design of signs for the commercial space.

- b. The proposed signs comply with all applicable standards in this chapter. *The Downtown Specific Plan signage Guidelines chapter standards supersede the Zoning Ordinance Sign Standards. Where the Downtown*

Specific Plan Signage Guidelines chapter is silent, the Municipal Code standards are used. This Master Sign Program supersedes both the Downtown Specific Plan Signage Standards and Zoning Ordinance standards.

- c. The proposed signs will not adversely impact public health, safety, or general welfare.

Proposed signs will not adversely impact public health, safety, or general welfare in that the proposed sign placement will not obstruct public walkaways or views that could adversely impact vehicular circulation.

- d. The number, size, placement, design, and material of the proposed signs are compatible with the architectural design of the buildings on the site.

The proposed sign standards will complement the architecture of the existing building.

SECTION 4. Future signage on the project site shall comply with the standards of the Master Sign Program as demonstrated in Exhibit A. Any subsequent future signage that is not encompassed within the Master Sign Program demonstrated in Exhibit A shall be consistent with the Downtown Specific Plan, Chapter 6. Signage Guidelines and shall require approval of a sign permit by the City.

SECTION 6. The Planning Commission hereby approves the Master Sign Program attached as Exhibit A.

PASSED AND ADOPTED THIS 14th DAY OF JUNE 2022, 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

Malisha Kumar, Chair

Date: _____

ORDINANCE NO. 2231, NEW SERIES

AN ORDINANCE OF THE CITY OF MORGAN HILL AMENDING THE ZONING OF A 1.65-ACRE SITE LOCATED ON THE SOUTH SIDE OF EAST THIRD STREET, WEST OF DEPOT STREET AND NORTH OF EAST FOURTH FROM CENTRAL BUSINESS DISTRICT CBD, TO CENTRAL BUSINESS DISTRICT PLANNED DEVELOPMENT AND ADOPT A PRECISE DEVELOPMENT PLAN FOR A MIXED-USE PROJECT CONSISTING OF 83 MARKET RATE RENTAL APARTMENTS AND 7859 SQUARE FEET OF COMMERCIAL SPACE (APNS 726-13-032, 044 & 054)

THE CITY COUNCIL OF THE CITY OF MORGAN HILL DOES HEREBY ORDAIN AS FOLLOWS:

- SECTION 1.** Establishing a PD zoning district on a 1.65 acre site located on the west side of Depot Street, north of East Fourth Street and south of East Third Street.
- SECTION 2.** FINDING OF CONSISTENCY WITH THE GENERAL PLAN. The City Council hereby finds that the amendment(s) established by this ordinance as herein described is compatible with the goals, objectives, policies and land use designation of the Downtown Specific Plan, Zoning Ordinance, and the General Plan General Plan of the City of Morgan Hill. The Council further finds that the proposed amendment is required in order to serve the public health, convenience and general welfare as provided by Section 18.62.070 of the Morgan Hill Municipal Code.
- SECTION 3.** With the exception of the variations approved as part of the PD Overlay Zoning, the project shall comply with the site development standards of the underlying CBD Zoning District and Ground Floor Overlay District.
- SECTION 4.** Approval of a zoning amendment to establish a PD Overlay Zoning District for mixed-use 83 unit apartment project is based on the following findings
- a. The project provides a 83 highly amenitized market rate apartments units within the downtown; and
 - b. The project provides below grade parking for each residential unit; and
 - c. The project creates an active Downtown village through intensifying residential, retail, restaurant and commercial uses, within an urban setting improved with unified landscaping and streetscape improvements; and
 - d. The project strengthens Downtown's identity and scale with new design that relates to the existing downtown character; and

- e. The project creates a visual and physical link to downtown with landscaping, lighting, commercial frontage, and signage; and
- f. The project is in substantial compliance with the Design Guidelines.
- g. The project is in substantial compliance with the Central Business District and Ground Floor Overlay zoning designations.

SECTION 5. The City Council of the City of Morgan Hill hereby finds that the project site is within the Downtown Specific Plan area and covered under the Master Environmental Impact Report certified in November 2009.

An initial study was conducted for this project and concludes that to date within the Downtown Specific Plan area, there has been no additional commercial or office square footage. Since the adoption of the Specific Plan and its MEIR, 267 residential dwelling units have been approved. Therefore to date, development has been within the projections described in the Master EIR. The Master EIR anticipated the extension of Butterfield Boulevard to Monterey Road, which is now complete. Based on the Initial Study, the finding can be made that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified, or that there is no new available information, which was not known and could have been known at the time the MEIR was certified. The custodian of the documents or other material which constitute the record shall be the Community Development Department.

SECTION 6. The City Council finds that the proposed Planned Development (PD) Overlay District is consistent with the criteria specified in Chapter 18.30 of the Morgan Hill Municipal Code. The boundary of the PD designation is shown on the attached Exhibit A.

SECTION 7. The City Council hereby approves of a precise development plan as contained in attached Exhibit B and contained in that certain series of documents dated February 1, 2017, on file at the Community Development Department, entitled "Sunsweet Mixed Use" prepared by MH Engineering, Bassenian & Lagoni Architects and HMM Landscape Architects. The documents as amended by the Design Permit approval show the location and dimensions of all proposed buildings, vehicle and pedestrian circulation ways, recreational amenities, parking areas, landscape areas and any other purposeful uses of the project.

SECTION 8. Approval of the PD Overlay Zoning shall allow the following variations to the development standard and design guidelines of underlying CBD, Central Business District and GFO, Ground Floor Overlay:

- A 35-foot reduction to the required 80-foot by 80-foot minimum corner commercial space depth;
- All ground floor commercial space shall have a minimum 45-foot depth.

- A minimum of 7859 square feet of commercial building space shall be maintained on E. Third Street.
- The maximum building height at the 10, fifth floor loft spaces shall be 60 feet as measured from grade at public sidewalk.
- No more than 2000 square feet of the westerly commercial space shall be used for a leasing office for the associated housing on the site.
- The leasing office frontage shall be minimized on East Third Street.
- Commercial uses shall occupy the building spaces on the east and west side of the plaza.
- The standard parking in-lieu fee shall be paid for each parking stall below the minimum required,

SECTION 9. The approved PD plan shall incorporate the variations listed in Section 8 of this resolution and with the Other Conditions listed in attached Exhibit D.

SECTION 10. Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) in connection with approval of your development project for the purpose of defraying all or a portion of the cost of public facilities related to your development project (Mitigation Fee Act Fees). These fees do not include fees for processing applications for governmental regulatory actions or approvals, or fees collected (a) under development agreements, (b) pursuant to agreements with the Morgan Hill Redevelopment Agency or (c) as a part of your application for development allocations under the City's Residential Development Control System. The Mitigation Fee Act Fees applying to your project are listed in the schedule of fees provide. Notice is also hereby given that you have the opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval of the approval or conditional approval of your development project and that the 90-day approval period in which you may protest has begun. This right to protest does not apply to voluntary Residential Development Control System fees.

SECTION 11. Severability. If any part of this Ordinance is held to be invalid or inapplicable to any situation by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance or the applicability of this Ordinance to other situations.

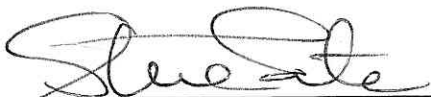
SECTION 12. Effective Date; Publication. This Ordinance shall take effect thirty (30) days after the date of its adoption. The City Clerk is hereby directed to publish this ordinance pursuant to §36933 of the Government Code.

THE FOREGOING ORDINANCE WAS INTRODUCED AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE 1ST DAY OF FEBRUARY 2017 AND WAS FINALLY ADOPTED AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE 15TH DAY OF FEBRUARY 2017 AND SAID ORDINANCE WAS DULY PASSED AND ADOPTED IN ACCORDANCE WITH LAW BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	Larry Carr, Caitlin Robinett Jachimowicz, Steve Tate
NOES:	COUNCIL MEMBERS:	Rene Spring
ABSTAIN:	COUNCIL MEMBERS:	None
ABSENT:	COUNCIL MEMBERS:	Rich Constantine

APPROVED:

DATE:



STEVE TATE, Mayor

2/22/2017

ATTEST:

DATE:


IRMA TORREZ, City Clerk

2/27/2017

Effective Date: March 17, 2017

∞ CERTIFICATE OF THE CITY CLERK ∞

I, IRMA TORREZ, CITY CLERK OF THE CITY OF MORGAN HILL, CALIFORNIA, do hereby certify that the foregoing is a true and correct copy of Ordinance No. 2231, New Series, adopted by the City Council of the City of Morgan Hill, California at their regular meeting held on the 15th day of February 2017.

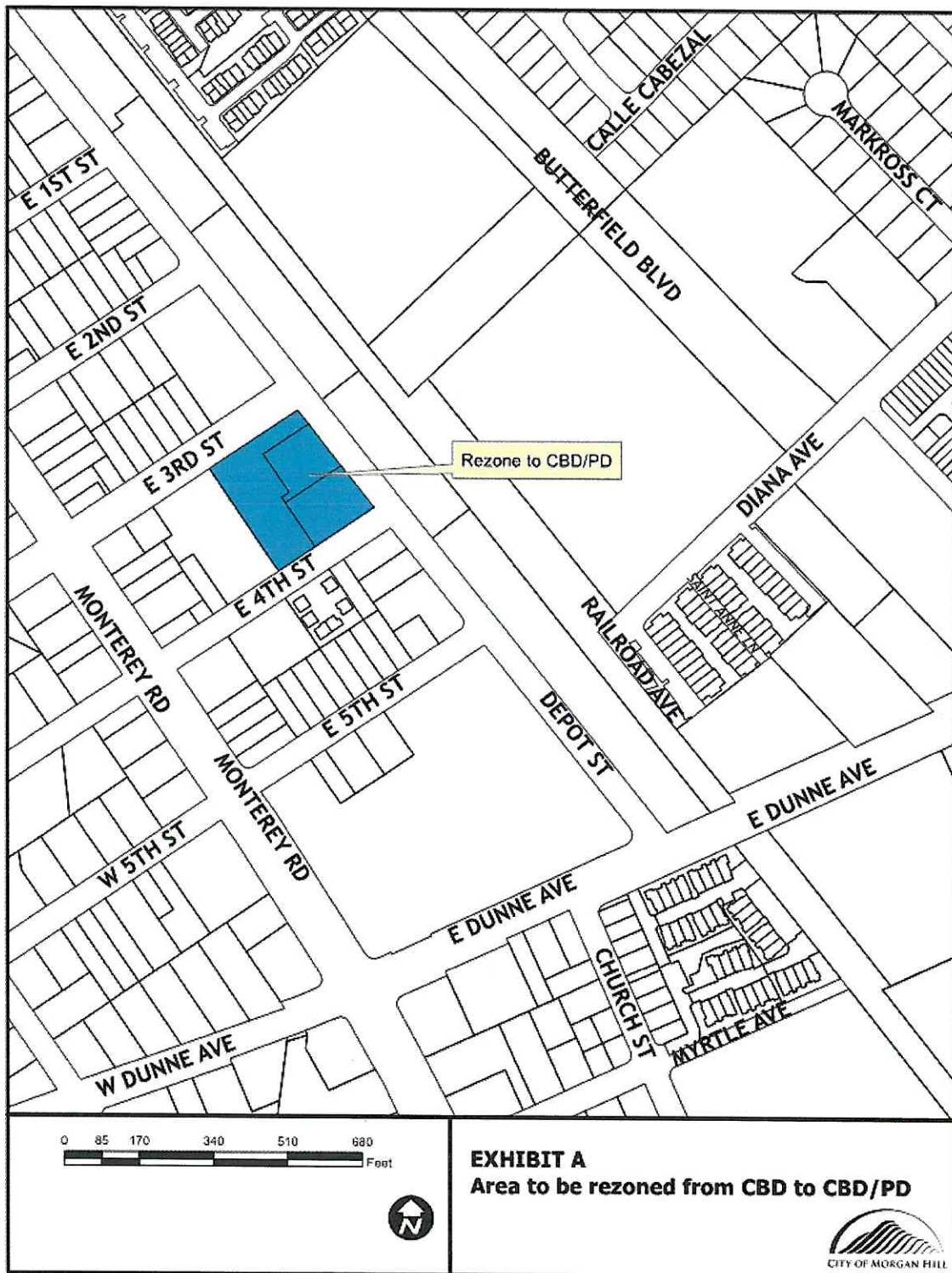
WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.

DATE:

2/27/2017


IRMA TORREZ, City Clerk

Exhibit A



Area (Sq. Ft.)	Ground	2nd	3rd	4th	Total	%	Parking	Parking Required
1 Bedroom (Unit 1A)	533	3	8	4	12	14%	1 PER UNIT	12
1 Bedroom (Unit 1B)	412	6	9	2	24	29%	1.5 PER UNIT	36
1 Bedroom (Unit 1C)	397	2	2	2	8	10%	1.5 PER UNIT	12
1 Bedroom + Den	1088	2	2	2	6	7%	1.5 PER UNIT	9
2 Bedroom (Unit 2A)	1182	5	10	6	21	25%	1.5 PER UNIT	31.5
2 Bedroom (Unit 2B)	1248	1	1	1	3	3%	1.5 PER UNIT	4.5
2 Bedroom + Loft (Unit 3A)	1340	1	1	1	3	3%	1.5 PER UNIT	4.5
2 Bedroom + Loft (Unit 3B)	1405	1	1	1	3	3%	1.5 PER UNIT	4.5
Total		18	23	24	65	100%		100.0
Parking Required:								
Residential								
Leasing								
Total:	127 Spaces							
Parking Provided:								
Regular Parking	174							
Accessible Parking	4							
Total Apartment Homes	83							
PROPERTY INFO								
LOT 501	71,261 SQ. FT.							
FIRST FLOOR								
RETAIL	5,859 SQ. FT.							
LEASING	2,000 SQ. FT.							
TOTAL	7,859 SQ. FT.							
SECOND FLOOR								
RECREATION	26,813 SQ. FT.							
POOL	2,555 SQ. FT.							
WALL-MOUNTED MECHANICAL	9,227 SQ. FT.							
STORAGE	419,542 SQ. FT.							
TRASH	15,560 SQ. FT.							
TOTAL CONDOMINIUM SPACE	452,697 SQ. FT.							
THIRD FLOOR								
RECREATION	24,042 SQ. FT.							
POOL	972 SQ. FT.							
WALL-MOUNTED MECHANICAL	9,227 SQ. FT.							
STORAGE	419,542 SQ. FT.							
TRASH	15,560 SQ. FT.							
TOTAL CONDOMINIUM SPACE	452,697 SQ. FT.							
FOURTH FLOOR								
RECREATION	21,406 SQ. FT.							
POOL	1,055 SQ. FT.							
WALL-MOUNTED MECHANICAL	9,227 SQ. FT.							
STORAGE	419,542 SQ. FT.							
TRASH	15,560 SQ. FT.							
TOTAL CONDOMINIUM SPACE	294,852 SQ. FT.							
FIFTH FLOOR								
RECREATION	18,422 SQ. FT.							
POOL	4,848 SQ. FT.							
WALL-MOUNTED MECHANICAL	9,227 SQ. FT.							
STORAGE	419,542 SQ. FT.							
TRASH	15,560 SQ. FT.							
TOTAL CONDOMINIUM SPACE	238,755 SQ. FT.							
SIXTH FLOOR								
RECREATION	45,515 SQ. FT.							
POOL	7,505 SQ. FT.							
WALL-MOUNTED MECHANICAL	9,227 SQ. FT.							
STORAGE	419,542 SQ. FT.							
TRASH	15,560 SQ. FT.							
TOTAL CONDOMINIUM SPACE	496,054 SQ. FT.							



ARCHITECTURAL SITE PLAN SUNSWEEET MIXED USE Morgan Hill, California A.I.I.

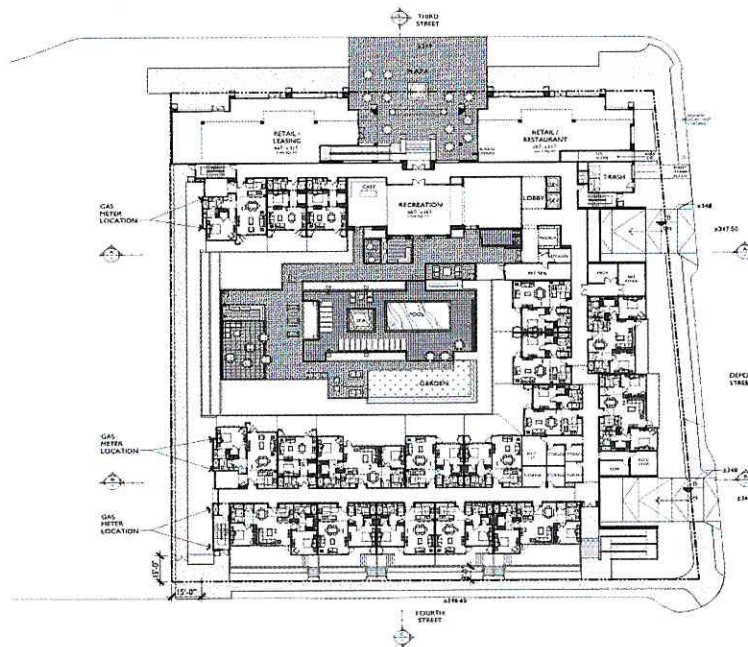
MH engineering Co.
19075 Morgan Hill Road Morgan Hill, CA 95037

HMH
HILLTOP HILLTOP

SunSweet
Morgan Hill LLC

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Exhibit B – Precise Development Plans



GROUND FLOOR

CONCEPTUAL FLOOR PLAN

SUNSWEEET MIXED USE
Morgan Hill, California
A 2.2

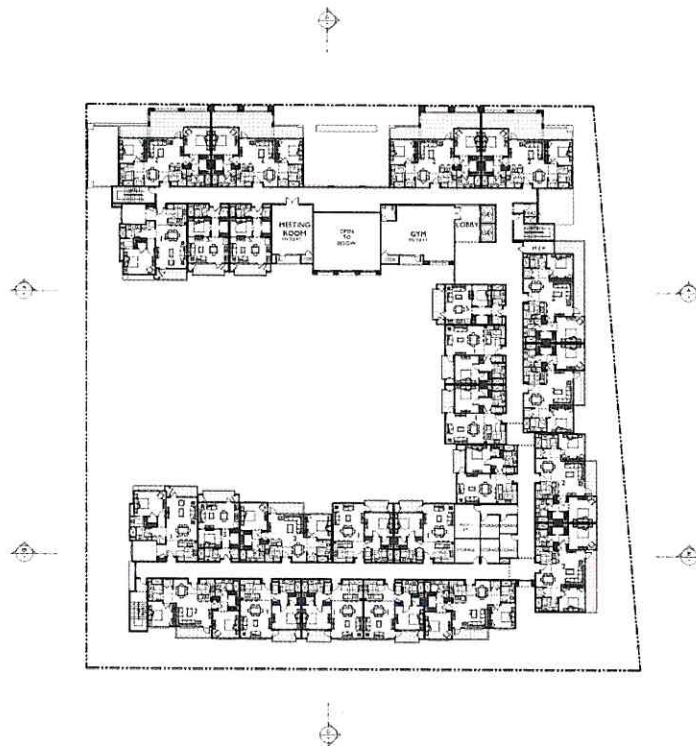
MHengineering Co.
16750 Sycamore Dr., Morgan Hill, CA 95037

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Hill Morgan Hill

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Exhibit B – Precise Development Plans



SECOND FLOOR

CONCEPTUAL FLOOR PLAN

SUNSWEEET MIXED USE
Morgan Hill, California
A 2.3

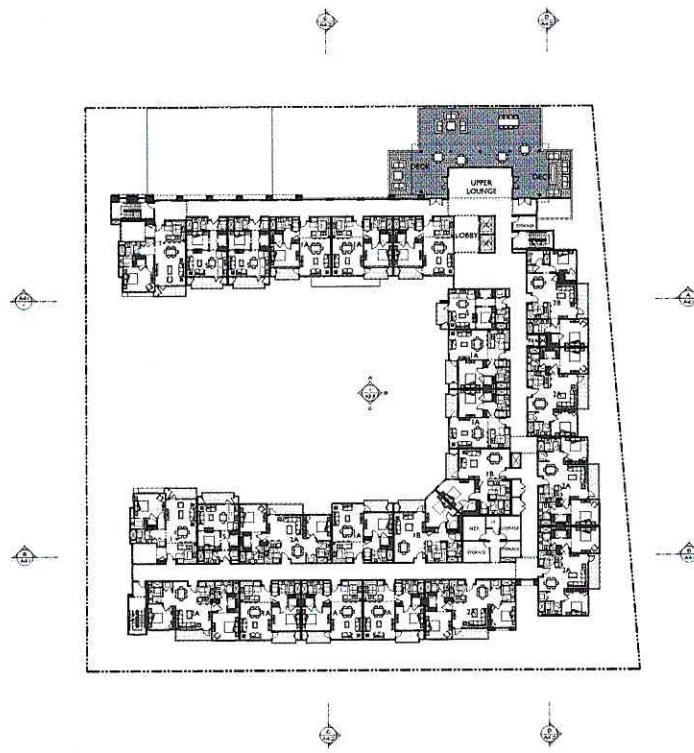
MH Engineering Co.
18075 Vineland Blvd., Morgan Hill, CA 95037

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LANDSCAPE ARCHITECTURE

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Exhibit B – Precise Development Plans



THIRD FLOOR

CONCEPTUAL FLOOR PLAN

SUNSWEET MIXED USE

Morgan Hill, California

SCALE: 1" = 36" A 2.4

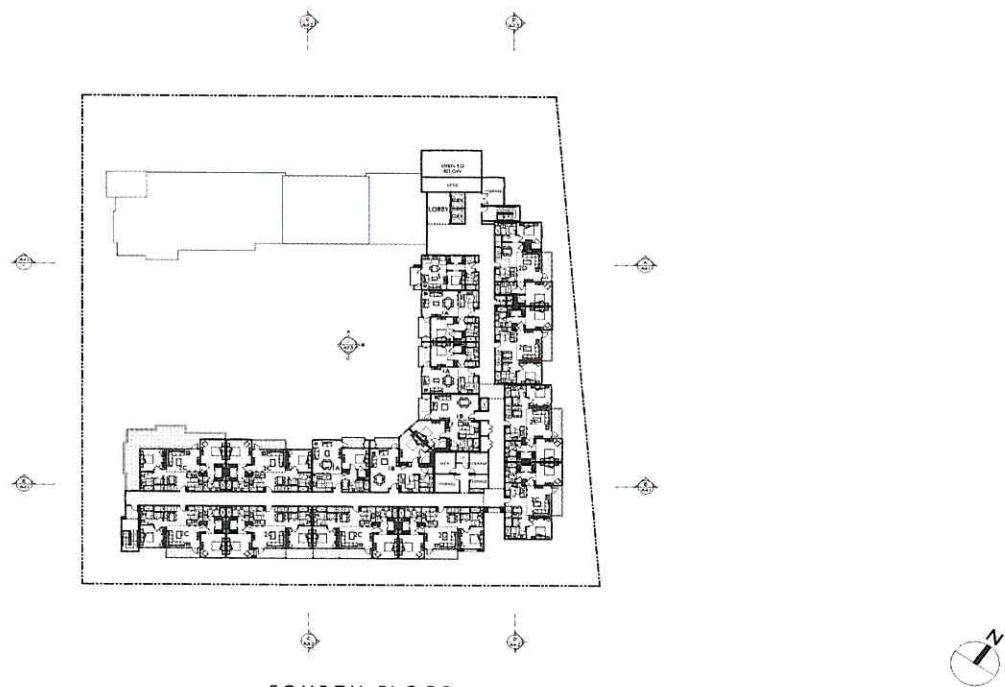
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LANDSCAPE ARCHITECTURE

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FOURTH FLOOR

CONCEPTUAL FLOOR PLAN

SUNSWEET MIXED USE

Morgan Hill, California

SCALE: 1" = 20'-0" A 2.5

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3605 Waterford Drive, Morgan Hill, CA 95037

HMH
Housing & Mixed-Use Development

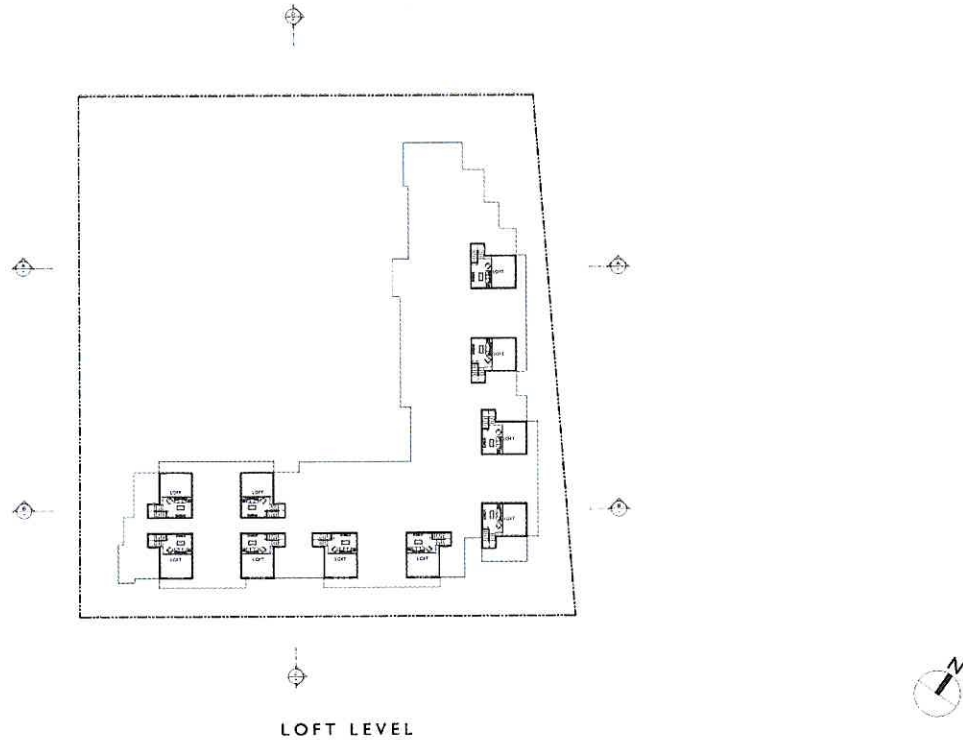
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Exhibit B – Precise Development Plans

Exhibit B – Precise Development Plans



LOFT LEVEL

CONCEPTUAL FLOOR PLAN

SUNSWEEET MIXED USE
 Morgan Hill, California
 A 2.6

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 HILLTOP MIXED USE DEVELOPMENT

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Exhibit B – Precise Development Plans



BUILDING I
Elevations
SUNSWEEET MIXED USE
Morgan Hill, California
SCALE 3/32" = 1'-0"
A 3.2

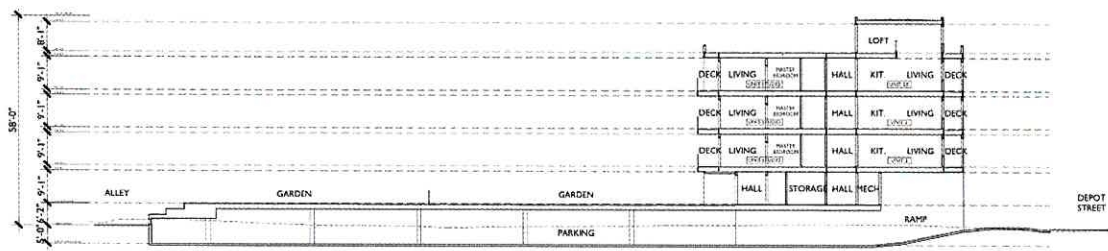
MH engineering Co.
8075 Vineyard Blvd, Morgan Hill, CA 95037

HMH
LANDSCAPE ARCHITECTS

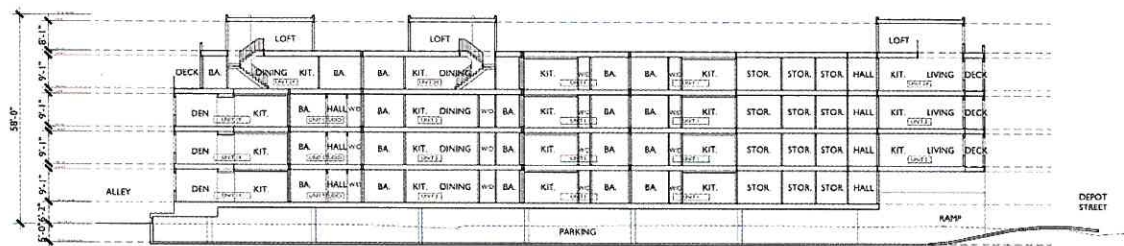
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Exhibit B – Precise Development Plans



SECTION A



SECTION B

BUILDING I
 Sections
 SUNSWEET MIXED USE
 Morgan Hill, California
 SCALE 3/32" = 1'-0"
 A 4.1

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 10750 Vantage Blvd., Morgan Hill, CA 95037

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Exhibit B – Precise Development Plans

Exhibit C -MMRP

MITIGATION MONITORING AND REPORTING PROGRAM

Sunsweet Residential Mixed-Use Development Project (ZA 2016-0008 and DA 2016-0009: Depot-Sunsweet MH LLC)



January 2017

PREFACE

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring or Reporting Program (MMRP) whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the MMRP is to ensure compliance with the mitigation measures during project implementation.

The Initial Study concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This MMRP addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the Initial Study concluded that the impacts from implementation of the project would be less-than-significant.

MITIGATION MONITORING AND REPORTING PROGRAM SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT (ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)				
Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
AIR QUALITY				
Impact AQ-1: The proposed project would contribute to the significant unavoidable impact, disclosed in the Downtown Specific Plan MEIR, from the emissions of criteria air pollutants.	MM AQ-1: The Specific Plan shall be amended to require submission of an Air Quality and Transportation Demand Management (AQ-TDM) Plan as part of the Design Permit (Architectural and Site Review) application for review and approval by the Community Development Director. The AQ-TDM Plan will incorporate appropriate measures at appropriate locations as determined through the design permit process, such as the following, to reduce air quality impacts: • Provide sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas. • Allow only natural gas fireplaces. No wood burning devices would be allowed. • Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc. • Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development. • Provide showers and lockers for employees bicycling or walking to work. MM AQ-2: Private residential parking facilities of 50 spaces or more shall include the following amenities: • Electric vehicle charging facilities. • Preferential parking for Low Emission Vehicles	To be implemented by the applicant and contractors during construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency
Impact AQ-3: Construction	MM AQ-3.1: Prior to any construction, the project applicant shall prepare an evaluation that predicts Community Risk impacts associated with	To be implemented by the applicant	All measures will be required as part	Director of the City's

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
emissions from development of the proposed project could result in significant TAC impacts to nearby sensitive receptors.	construction following guidance provided by the BAAQMD. Prior to issuance of demolition and/or building permits, this analysis shall be submitted to the Community Development Director for review and approval. The analysis shall identify any necessary requirements to reduce community risk impacts such that significant impacts (i.e. exceeding the BAAQMD thresholds of significance) would not occur. Requirements to minimize significant impacts would include: - Develop a plan to ensure that diesel-powered equipment larger than 50 horsepower and operating on the site for more than two days consecutively shall meet U.S. EPA particulate matter emissions standards for Tier 2, 3 or 4 engines or equivalent; or the construction contractor shall use other measures to minimize construction period diesel particulate matter emissions to reduce the predicted cancer risk below the threshold. Such measures may include the use of alternative-powered equipment (e.g., LPG-powered forklifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures, provided that these measures are approved by the lead agency; - If necessary, all generators, welders, compressors, and pumps shall be alternatively fueled or meet U.S. EPA particulate matter standards for Tier 4 engines; and - Minimize the number of hours that equipment will operate including the use of idling restrictions.	and contractors during construction.	of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Community Development Agency
Impact AQ-4: Demolition and construction activities for the	MM AQ-4.1: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; MM AQ-4.2: All haul trucks transporting soil, sand, or other loose material	To be implemented by the applicant and contractors during	All measures will be required as part of the development permit. All	Director of the City's Community Development

MITIGATION MONITORING AND REPORTING PROGRAM SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT (ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)				
Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
proposed project may generate construction-period exhaust and fugitive dust emissions that would temporarily affect local air quality.	off-site shall be covered. MM AQ-4.3: All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; MM AQ-4.4: All vehicle speeds on unpaved roads shall be limited to 15 mph. MM AQ-4.5: All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. MM AQ-4.6: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points. MM AQ-4.7: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. MM AQ-4.8: Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	construction.	measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Agency

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
BIOLOGICAL RESOURCES				
The loss of reproductive effort for burrowing owls would result in a significant impact.	SM BIO-1: A pre-construction survey shall be conducted by a qualified Burrowing Owl biologist no more than 30 days prior to initiation of any ground disturbing (construction) activity to assure take avoidance of burrowing owls. The survey shall consist of a habitat assessment, burrow survey, owl survey, and completion of a written report. If owls are observed during the pre-construction survey, no impacts to the owls or their habitat will be allowed during the nesting season (February 1 to August 31). SM BIO-2: Should burrowing owls be found on the site during the breeding season (February 1 through August 31), exclusion zones with a 250-foot radius from occupied burrows, shall be established. All development-related activities shall occur outside of the exclusion area until the young have fledged. SM BIO-3: If pre-construction surveys are conducted during the non-breeding season (September 1 through January 31) and burrowing owls are observed on the site, the owls may be relocated upon approval of the California Department of Fish and Game, in accordance with the Burrowing Owl Mitigation Plan.	To be implemented by qualified biologist prior to issuance of any grading and/or building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency
Impact BIO-1: Tree removal, especially of large mature trees, during the January to August nesting	MM BIO-1.1: If removal of trees on the project site could be scheduled between September and December (inclusive) to avoid the raptor nesting season, no additional surveys would be required. MM BIO-1.2: If removal of the trees on-site would take place between January and August (inclusive), a pre-construction survey for nesting raptors	To be implemented by qualified biologist prior to issuance of any grading and/or building permit.	All measures will be required as part of the development permit. All measures will be printed on all	Director of the City's Community Development Agency

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
season could impact tree-nesting raptors.	shall be conducted by a qualified ornithologist to identify active nesting raptor nests that may be disturbed during project implementation. Between January and April (inclusive) pre-construction surveys shall be conducted no more than 14 days prior to the initiation of construction activities or tree relocation or removal. Between May and August (inclusive), pre-construction surveys shall be conducted no more than thirty (30) days prior to the initiation of these activities. The surveying ornithologist shall inspect all trees in and immediately adjacent to the construction area for raptor nests. If an active raptor nest is found in or close enough to the construction area to be disturbed by these activities, the ornithologist shall, in consultation with the State of California, Department of Fish & Wildlife (CDFW), designate a construction-free buffer zone (typically 250 feet) around the nest until the end of the nesting activity. The applicant shall submit a report indicating the result of the pre-construction survey and any designated buffer zones to the satisfaction of the Community Development Director.		construction documents, contracts, and project plans prior to issuance of permits.	
Removal of significant trees could result in a significant impact to the environment.	SM BIO-4: Prior to the removal of any tree or community of trees on any City or private property in the Specific Plan project area a tree removal permit would be required from the Community Development Director which would include a description of the tree replacement program and identify any additional conditions imposed by the City. Alternatively, the City's ordinance section 12.32.070(B) allows the Community Development Director to grant a tree cutting permit where utilization of the property is of greater public value than the environmental degradation caused by the action. Tree removal may also occur without a permit if the removal will take place in accordance with an approved landscape plan. [MHMC 12.32.030, 12.32.040, 12.32.060]			

CULTURAL RESOURCES

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
In accordance with the City of Morgan Hill Municipal Code Chapter 18.75, proposals for the development or redevelopment of a site identified as archaeologically sensitive by the City's adopted archaeological sensitivity map shall be subject to the following review process and standard conditions of project approval.	SM CULT-1: Since the site is located within the mapped archaeologically sensitive area as adopted by the City, then the project applicant has the option to either have an archaeological survey be completed for the site to determine what, if any, conditions of approval will be required as mitigation measures; or agree to comply with the following standard conditions of approval, which shall be conclusively deemed to reduce potentially significant impacts on archaeological resources to a less than significant level (no archaeological resources report is required as part of any CEQA review of the project as long as the applicant accepts these conditions and incorporates them into the project): - An archaeologist shall be present on-site to monitor all ground-disturbing activities. Where historical or archaeological artifacts are found, work in areas where remains or artifacts are found will be restricted or stopped until proper protocols are met, as described below: - Work at the location of the find will halt immediately within thirty feet of the find. If an archaeologist is not present at the time of the discovery, the applicant shall contact an archaeologist for evaluation of the find to determine whether it qualifies as a unique archaeological resource as defined by this chapter; - If the find is determined not to be a Unique Archaeological Resource, construction can continue. The archaeologist will prepare a brief informal memo/letter that describes and assesses the significance of the resource, including a discussion of the methods used to determine significance for the find; - If the find appears significant and to qualify as a unique archaeological resource, the archaeologist will determine if the resource can be avoided and will detail avoidance procedures in a	To be implemented by the applicant and contractors prior to or during construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	formal memo/letter; and ○ If the resource cannot be avoided, the archaeologist shall develop within forty-eight hours an action plan to avoid or minimize impacts. The field crew shall not proceed until the action plan is approved by the community development director. The action plan shall be in conformance with California Public Resources Code 21083.2. SM CULT-2: All development projects located within an archaeological sensitivity area and/or containing known archaeological resources on-site shall also be subject to the following measures as standard conditions of project approval: • This project may 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. If human remains are discovered, it is probable they are the remains of Native Americans. ○ 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			

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	pathogens that may be associated with the remains. - In the event that known or suspected Native American remains are encountered or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, groundstone mortars and pestles), culturally altered ash-stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials, and historic structure remains such as stone-lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the exclusion zone as defined below. - An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time of discovery, by the Monitoring Archaeologist (typically 25-50ft for single burial or archaeological find). - The exclusion zone shall be secured (e.g., 24 hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances. - 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:			

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	○ The City of Morgan Hill Community Development Director ○ The Contractor's Point(s) of Contact ○ The Coroner of the County of Santa Clara (if human remains found) ○ The Native American Heritage Commission (NAHC) in Sacramento ○ The Amah Mutsun Tribal Band • The Coroner 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. • The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD) from the Amah Mutsun Tribal Band. (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.) • Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose. • Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's community development director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the Amah Mutsun Tribal Band may be considered and carried out. • If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location			

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	not subject to further subsurface disturbance.			
GEOLOGY AND SOILS				
In accordance with the City of Morgan Hill standards, the project shall implement the following measures to reduce and/or avoid soil hazards.	SM GEO-1: To avoid or minimize potential damage from seismic shaking, the proposed residential mixed-use development shall be built using standard engineering and seismic safety design techniques. Prior to issuance of development permits, building design and construction at the site shall be completed in conformance with the recommendations of a design-level geotechnical investigation, which will be included in a report to the City. The structural designs for the proposed development will account for repeatable horizontal ground accelerations. The report shall be reviewed and approved by the City of Morgan Hill Building Division prior to issuance of a building permit. The buildings will be required to meet the requirements of applicable Building and Fire Codes, including the 2013 California Building Code Chapter 16, Section 1613, as adopted or updated by the City. The project will be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property to the extent feasible and in compliance with the Building Code.	To be implemented by the applicant and contractors prior to the issuance of a grading permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency
Ground disturbance would expose soils and increase the potential for wind or water related erosion and sedimentation at the site until construction is complete.	Standard Condition (SC GEO-1), Storm Drain System: Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works. 1. Storm drain calculations to determine detention 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.	To be implemented by the applicant and contractors prior to approval of grading permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to	Director of the City's Community Development Agency and Public Works Department.

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	Standard Condition (SC GEO-2), Storm Drain System: As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-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) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification (WDID) number to the construction site will be issued after the SWRCB receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Public Works Department review. SWPPP shall be made a part of the improvement plans. (SWRCB NPDES General Permit CA000002)		issuance of permits.	
GREENHOUSE GAS EMISSIONS				
Impact AQ-1: GHG emissions from the proposed project could result in a significant impact if appropriate mitigation measures are not implemented	MM AQ-2.1: Applicable mitigation measures to reduce GHG emissions that would be implemented for the proposed project include. • Provide secure and conveniently placed bicycle parking and storage facilities at parks and other facilities. • Allow only natural gas fireplaces. No wood burning devices would be allowed. • Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.	To be implemented by the applicant post- construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and	Director of the City's Community Development Agency

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
to reduce emissions.	- Provide transit information kiosks and bicycle parking at commercial facilities. - Provide secure and conveniently located bicycle parking and storage for workers and patrons.		project plans prior to issuance of permits.	
Avoidance measures and standard measures (to reduce energy use) that were outlined in the Downtown Specific Plan MEIR will be implemented for the proposed project.	AM ENER-1.1: In accordance with the provisions of Morgan Hill Municipal Code Chapter 18.78.28, development should be required to meet a minimum point standard for energy conservation (i.e. GreenPoint Rated, LEED). Development proposed under the proposed project should provide for energy conservation through the use of energy-efficient building techniques, materials, and appliances, such that the buildings consume less energy than allowed by California's Title 24 Building Energy Efficiency Standards, which could be documented in the energy compliance reports submitted at the time of application for building permits. AM ENER-1.2: Development and demolition activities proposed under the proposed project shall have a waste management plan for recycling of construction and demolition materials in place and operating from project inception. Prior to the issuance of building permits, the City will review the plan. The plan would be completed to the satisfaction of the Community Development Director, Building Official, or Environmental Coordinator. AM ENER-1.3: Development proposed under the proposed project shall recycle or salvage a minimum of 50 percent (by weight) of construction, demolition, and land clearing waste. The projected quantities of waste generated during demolition and construction, how much of those materials would be reused, recycled, or otherwise diverted from landfills, and where unrecycled materials would be disposed of should be included in the waste management plan prepared for proposed development. Upon completion, the	To be implemented by the applicant during construction or prior to the issuance of a grading/building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency

MITIGATION MONITORING AND REPORTING PROGRAM SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT (ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)				
Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	project applicant shall provide the City with a report summarizing the waste type, quantity, disposition (e.g., recycled or landfilled) and facility used, to document execution of the plan. AM ENER-1.4: The proposed project shall, to the extent feasible, incorporate principles of passive solar design to the satisfaction of the Community Development Director. Passive solar design is the technology of heating, cooling, and lighting a building naturally with sunlight rather than with mechanical systems because the building itself is the system. Basic design principles include large south-facing windows with proper overhangs, as well as tile, brick, or other thermal mass material used in flooring or walls to store the sun's heat during the day and release it back into the building at night or when the temperature drops. Passive solar also takes advantage of energy efficient materials, improved insulation, airtight construction, natural landscaping, and proper building orientation to take advantage of the sun, shade, and wind. Prior to issuance of building permits, the approved plans should demonstrate how and where these principles are incorporated to the satisfaction of the Community Development Director. AM ENER-1.5: The idling of construction vehicles shall be avoided to reduce fuel consumption, emissions, and noise. AM ENER-1.6: The proposed project, to the extent feasible, incorporate standards for cool roofs outlined in Build It Green's (BIG) Greenpoint rating system for residential development and the LEED rating system for commercial development. AM ENER-1.7: The proposed project shall be constructed to meet the requirements of the U.S. Green Building Council's Leadership in Energy and			

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	Design (LEED) for new commercial development and Build It Green's (BIG) Greenpoint rating system for new residential development. In particular, the development shall meet the minimum points required in the energy category of both checklists. AM ENER-1.8: The proposed project shall, to the extent feasible, include photovoltaic (i.e., solar electric) systems on rooftops. An average-sized residential system (2.5 kW) in California produces in excess of 4,000 kWh annually, which equates to 62 percent of the average electricity demand per residential unit. Commercial systems are generally larger than residential systems and produce commensurately more electricity. (Each square foot of photovoltaic cells produces approximately 10 watts of power in bright sunlight.) AM ENER-1.9: The proposed project shall incorporate solar hot water heating systems, to the extent feasible, to reduce energy use.			
HAZARDS AND HAZARDOUS MATERIALS				
Impact HAZ-1: Improper handling or disposal of hazardous materials or wastes on-site could result in a significant impact to construction workers at the project site.	MM HAZ 1.1: If any basements, buried foundations, reservoir, USTs, or buried debris are discovered during construction, a Soil Engineer must be notified and the specific condition appropriately remedied in accordance with the local, county, and state and RWQCB (for USTs) requirements. A Site Management Plan shall be prepared to establish appropriate management practices for handling these materials/structures, in the event that they are encountered.	To be implemented by the applicant prior to construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency

**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
Due to the age of the structures, it is possible that ACMs and lead-based paint exist on the project site.	SM HM-1: As appropriate, a lead survey of painted surfaces and soil around buildings on parcels proposed for redevelopment shall be performed prior to demolition. Requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1 would be followed during demolition activities, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria for the waste being disposed. SM HM-2: All potentially friable ACMs shall be removed in accordance with the NESHAP guidelines prior to building demolition or renovation that may disturb the materials. All demolition activities shall be undertaken in accordance with OSHA standards contained in Title 8 of the CCR, Section 1529, to protect workers from exposure to asbestos. Specific measures could include air monitoring during demolition and the use of vacuum extraction for asbestos-containing materials. SM HM-3: A registered asbestos abatement contractor shall be retained to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above. SM HM-4: Materials containing more than one (1) percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. Removal of materials containing more than one (1) percent asbestos shall be completed in accordance with BAAQMD requirements.	To be implemented by the applicant prior to demolition and construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency

HYDROLOGY AND WATER QUALITY

The proposed	SM HYDRO-1: In accordance with Morgan Hill Municipal Code Chapter	To be implemented	All measures will be	Director of the
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**MITIGATION MONITORING AND REPORTING PROGRAM
SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
(ZA 2016-0008 AND DA 2016-0009: DEPOT-SUNSWEEET MH LLC)**

Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
project would increase impervious surfaces on the project site which may increase stormwater runoff when the site develops.	17.32, Improvement and Improvement Agreements, a complete storm drainage study of the proposed development must be submitted showing amount of runoff, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the Director of Public Works. All needed improvements will be made by the applicant. No overloading of the existing system will be permitted. SM HYDRO-2: In accordance with Morgan Hill Municipal Code Chapter 17.32, Improvement and Improvement Agreements, the applicant of development proposed under the Specific Plan shall cause the design and construction to be undertaken for a storm drainage collection system shown on the tentative map or site development plan. All storm drain improvements shall be constructed to the satisfaction of the Director of Public Works. SM HYDRO-3: In accordance with Morgan Hill Municipal Code Chapter 17.32, Improvements and Improvement Agreements, proposed collection system in the project area shall be designed to be capable of handling runoff without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity; whereas, on-site retention facilities shall be designed to a 100-year storm capacity. Off-site detention and retention facilities may also be proposed, and are subject to the approval of the Director of Public Works. Items of construction shall include, but not be limited to installation of storm line extensions and surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals. SM HYDRO-4: The project applicant will be required to pay the City of Morgan Hill Storm Drainage Impact fee in accordance with Chapter 3.56 of the Morgan Hill Municipal Code. The fees established by this chapter are based on the costs required for new facilities and other capital acquisition costs to	by the applicant prior to and during construction.	required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	City's Community Development Agency

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SUNSWET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	serve new development.			
Construction activities temporarily increase the amount of debris on-site and grading activities, which could increase pollutant loads of eroded material in stormwater runoff.	SM HYD 7A: Implementation of the following Pre-Construction Measures will reduce construction-related water quality impacts to a less than significant level: - Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains. - Earthmoving or other dust-producing activities will be suspended during periods of high winds. - All exposed or disturbed soil surfaces will be watered at least twice daily to control dust as necessary. - Stockpiles of soil or other materials that can be blown by the wind will be watered or covered. - All trucks hauling soil, sand, and other loose materials will be covered and all trucks will be required to maintain at least two feet of freeboard. - All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites will be swept daily (with water sweepers). - Vegetation in disturbed areas will be replanted as quickly as possible.	To be implemented by the applicant prior to construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency
Runoff from the project site after development may contain oil and grease from parked vehicles, as well as	SM HYDRO-7: Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works. - Storm drain calculations to determine detention pond sizing and operations. - Plan describing how material excavated during construction will be	To be implemented by the applicant prior to issuance of a grading permit.	All measures will be required as part of the development permit. All measures will be	Director of the City's Community Development Agency

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SUNSWEEET RESIDENTIAL MIXED-USE DEVELOPMENT PROJECT
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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
sediment and chemicals (i.e., fertilizers, pesticides, etc.) from the landscaped areas or new roof areas.	controlled to prevent this material from entering the storm drain system. Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control. SM HYDRO-8: As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-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) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification (WDID) number to the construction site will be issued after the SWRCB receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Public Works Department review. SWPPP shall be made a part of the improvement plans.		printed on all construction documents, contracts, and project plans prior to issuance of permits.	
The proposed development would be within the 100-year floodplain of West Little Llagas Creek and subject to flooding during the	SM HYDRO-5: Development of the project site shall comply with Morgan Hill Municipal Code Chapter 18.42, the Flood Damage Prevention Ordinance, which requires new residential construction to elevate habitable spaces one foot above anticipated flood levels, non-residential construction to be flood-proofed, and subgrade floors to withstand hydrostatic flood forces. SM HYDRO-6: Development proposed on the project site would prepare and	To be implemented by the applicant prior to issuance of a grading permit.	All measures will be required as part of the development permit. All measures will be printed on all construction	Director of the City's Community Development Agency

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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
lifetime of building.	submit a Storm Drainage Study to the Director of Public Works for review and approval. The study would include calculations to determine detention and operations and demonstrate how the runoff rate from the proposed development would be less than or equal to existing conditions, or how off-site facilities would be used.		documents, contracts, and project plans prior to issuance of permits.	
NOISE				
Residences near the project site could be subject to construction noise levels in excess of 60 dBA Leq and the ambient noise environment by five dBA Leq for durations exceeding one construction season.	SM NOI-1: Construction activities shall be limited to the hours between 7:00 a.m. and 8:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction activities should occur on Sundays or federal holidays (Consistent with Section 8.28.040 of the Morgan Hill Municipal Code). SM NOI-2: Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. SM NOI-3: Locate stationary noise generating equipment (e.g. rock crushers, compressors) as far as possible from adjacent residential receptors. SM NOI-4: Acoustically shield stationary equipment located near residential receptors with temporary noise barriers or recycled demolition materials. SM NOI-5: Utilize "quiet" air compressors and other stationary noise sources where technology exists. SM NOI-6: The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent	To be implemented by applicant and contractors during construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency Building Division

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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	residential land uses so that construction activities can be scheduled to minimize noise disturbance. SM NOI-7: Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.			
Impact NOI-1: Use of construction equipment that generate high vibration levels could result in a significant impact to structures near the site.	MM NOI-1.1: Prior to construction, a list of all heavy construction equipment to be used for this project and the anticipated time duration of using equipment that has been known to produce high vibration levels (tracked vehicles, vibratory compaction, pile drivers, jackhammers, hoe rams, etc.) shall be submitted by the applicant to the City of Morgan Hill. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring. MM NOI-1.2: A construction vibration monitoring plan shall be implemented to document conditions prior to, during, and after vibration generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks: • Identification of the sensitivity of nearby structures to groundborne vibration. Vibration limits should be applied to all vibration-sensitive structures located within 200 feet of the project.	To be implemented by applicant and contractors prior to construction.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency Building Division

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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	• Performance of a photo survey, elevation survey, and crack monitoring survey for each structure within 50 feet of construction activities identified as sources of high vibration levels. Surveys shall be performed prior to any construction activity, in regular interval during construction, and after project completion. The surveys shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls, and other structural elements in the interior and exterior of said structures. • Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits. • At a minimum, vibration monitoring should be conducted during pavement demolition and excavation. Monitoring results may indicate the need for more or less intensive measurements. • If vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures. • Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site. • Conduct post-surveys on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.			

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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	MM NOI-1.3: The results of all vibration monitoring shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.			
Impact NOI-2: New residents of the proposed development would be exposed to exterior noise levels exceeding 60 DBA Ldn from traffic noise and 70 DBA Ldn from railroad noise. Exterior noise levels exceeding the acceptable General Plan standards would result in significant impacts to outdoor spaces in the new residential mixed-use development.	MM NOI-2.1: When refining the project's site plan, continue to shield common outdoor spaces with buildings whenever possible. The design level noise goal shall be 60 dBA Ldn or less for traffic noise and 70 dBA Ldn or less for railroad train noise in outdoor use areas where there would be frequent human use and quiet would be of benefit. MM NOI-2.2: A design-level acoustical analysis shall be required to confirm that the design of residential units is sufficient to reduce interior average noise levels to 45 dBA Ldn or lower, and to reduce interior maximum instantaneous noise levels to 50 dBA Lmax or less in bedrooms, and 55 dBA Lmax in all other habitable rooms. As part of the design-level acoustical analysis, a qualified acoustical consultant shall review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels to determine what, if any, additional noise insulation treatments are necessary. Special building construction techniques (e.g., sound-rated windows and building facade treatments) would be required. These treatments include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, insulation, and acoustical vents. Large windows and doors shall be oriented away from the railroad where possible. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis. Results of the analysis, including the description of the	To be implemented by applicant and contractors prior to the issuance of a building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency

**MITIGATION MONITORING AND REPORTING PROGRAM
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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
	necessary noise control treatments, shall be submitted to the City along with the building plans and approved prior to issuance of a building permit. MM NOI-2.3: A suitable form of forced-air mechanical ventilation, as determined by the local building official, shall be provided to units throughout the site, so that windows could be kept closed at the occupant's discretion to control interior noise.			
PUBLIC SERVICES				
Consistent with the conclusions in the Downtown Specific Plan MEIR, the proposed residential mixed-use development would increase demand on local schools.	SM PS-2: State Law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. The school impact fees implementation of measures specified in Government Code 65996 would be used to offset project-related increases in student enrollment. Residential development proposed under the Specific Plan would be required to comply with the school impact fee requirements of the Morgan Hill Unified School District.	To be implemented by applicant prior to the issuance of a building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of permits.	Director of the City's Community Development Agency
TRANSPORTATION/TRAFFIC				
Impact TRANS-2: Under 2030 conditions, the Downtown Specific Plan would degrade LOS C intersection operations at Depot Street/Main Avenue	MM TRANS-2.1: The project applicant will pay traffic impact fees to contribute to the installation of a traffic signal at the Depot Street/Main Avenue intersection.	To be implemented by applicant prior to the issuance of a building permit.	All measures will be required as part of the development permit. All measures will be printed on all construction documents,	Director of the City's Community Development Agency

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Impact(s)	Mitigation Measures	Timeframe and Responsibility for Implementation	Method of Compliance	Oversight of Implementation
during the PM peak hours and would meet the peak hour signal warrant criteria. The proposed mixed use residential development will contribute to this impact.			contracts, and project plans prior to issuance of permits.	

EXHIBIT D---Other Required Conditions:

The following conditions shall apply to the project:

1. Design permit approval shall be completed prior to submittal of the building plans to the Building Division.
2. Prior the issuance of a grading permit or building permit, improvement plans shall be reviewed and approved by the Public Works Director.
3. The project shall include a minimum of two locations for Wi-Fi repeater antennas. All related access easements and maintenance agreement shall be approved and recorded prior to the issuance of a certificate of occupancy.
4. A minimum of 2 EV charging stations shall be included within the parking garage for use by the project residents.
4. All retention/detention/LID facilities (underground tanks) shall be privately maintained by the HOA/owner.
5. Project is in a FEMA special flood hazard area (SFHA) flood zone AE. First level finished floors shall be elevated 1 foot above the base flood elevation (BFE) as determined by the flood study.
6. Project shall file for a FEMA Letter of Map Revision based on fill (LOMR-F),
7. Prior to any grading activity below the base flood elevation, the FEMA LOMR-F shall be issued by FEMA. All perimeter grades along the property boundary shall be maintained above the BFE.
8. Driveway approaches along Depot Street shall be standard residential driveway approaches.
9. Install new curb and gutter along 4th street frontage.

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10. Provide 2" AC grind and overlay to the center line of street along 4th Street.
11. The below grade parking shall have a drainage system with positive drainage to the City storm drain main lines **via gravity flow as the primary method of drainage.**
12. In case of flooding at the below grade parking due to water leaks and/or clogged storm drain lateral, a storm drain pump system shall be installed as a secondary/emergency method of drainage.
13. Each commercial unit shall have a separate water service with appropriate back flow device.
14. Each commercial unit shall have a separate sanitary service with appropriate grease trap.
15. All fire service lines shall have the appropriate double detector check valve.
16. Fire department connections shall be located within 40 feet of a fire hydrant or within an acceptable distance to be determined by the Fire Division.
17. Elevators shall be designed to meet all applicable FEMA requirements for construction in a flood zone.
18. Trash enclosure areas must meet the following Structural or Treatment Control BMP requirements:
 - i. Roof Required: Trash enclosure areas shall have an all weather noncombustible solid roof to prevent rainwater from mixing with the enclosure's contents
 - i. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.
 - ii. Doors: Trash enclosure shall have door(s) which can be secured when closed.
 - iii. 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.
 - iv. Sanitary 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.
19. A soils report shall determined the required mitigation measures needed to allow excavation of soils below the finished grade adjacent to the existing parking garage. Soil report shall be submitted to Building and Engineering Division for review and approval.
20. A percolation test shall be performed at the location and depth of where the infiltration stormdrain tanks will be placed, to determine the infiltration feasibility of the site.
21. Project's structural height shall encumber the City's existing WiFi communication system. Enter into an agreement with the City for City to install a City antenna for WiFi communications on the roof of the structure. The exact location shall be determined and approved by Planning, Public Works, and owner.
22. Obtain an encroachment permit from the Public Works Department prior to commencement of any work in the City's right-of-way or in connection with the City's utility system.
23. Public Works impact fees are required for this project and must be paid prior to occupancy of each unit.

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)

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- B. The applicant shall have a Final Map prepared by a registered engineer (licensed prior to 01/01/1982: registration number 33,965 or lower) or licensed land surveyor delineating all parcels and easements created. There shall be concurrence in writing by PG & E, Telephone, Cable TV and any other affected agencies to all improvements and easements which are applicable to them. The number and locations of monuments shall be set as required by the Public Works Department. **(MHMC 17.20.200 A; 17.20.290; 17.24.010)**
- C. The applicant shall submit as part of the improvement drawings for the project, profiles of all improvements in the subdivision and typical cross-sections of all streets and details of curbs, gutters, and sidewalks, to be accomplished to the satisfaction of the Director of Public Works prior to submittal of Final Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**
- D. Obtain necessary encroachment permits from the City of Morgan Hill and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**
- E. Improvement plans are to show water lines, sanitary Sewer, storm drain system, pavement widths, curve radius, and existing utilities.
- F. 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)**
- G. 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)**
- H. **IMPACT FEE INCREASE**-The City of Morgan Hill, pursuant to City Code Chapter 3.56 has established impact fees to finance the cost of improvements required by new development. City Code Chapter 3.56.050 provides for automatic annual (July 1st) adjustment of those fees in existence utilizing the Engineering News Record Index for the preceding twelve months. The City Public Works Department maintains historical records on the Engineering News Record Index. These records are available for inspection during normal business hours. **(MHMC 3.56.010; 3.56.030; 3.56.050)**
- II. **STREET IMPROVEMENTS**
- A. The applicant shall cause the design and construction of all new public and private streets serving the project. The design of all new public and private streets shall be consistent with the General Plan Land Use and Circulation Element as well as the Street Standard Details as contained within the Public Works Standards Details. The construction of the streets shall be undertaken to the lines and grades and in a manner satisfactory to the Director of Public Works. All street improvements shall be constructed to the satisfaction of the Director of Public Works. The timing of the improvements will be determined by the City. **(MHMC 12.02.010; 12.02.090; 17.32.060 B; CMH General Plan; CMH Design Standards and Standard Details for Construction)**

- B. 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. 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 lot. These are to be installed by the developer. **(MHMC 13.20.355; 17.32.020 C; CMH Sewer System Master Plan; CMH Design Standards and Standard Details for Construction)**
- 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. 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 Director of Public Works. 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. The applicant shall cause the design and construction to be undertaken for a storm drainage collection system shown on the Tentative Map/Site Review plans. All storm drain improvements shall be constructed to the satisfaction of the Director of Public Works. **(MHMC 17.32.020 A & B)**
- C. Collection system shall be designed to be capable of handling a 10 year storm without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity. Streets shall be designed to carry a 100-year storm. Items of construction shall include, but not be limited to installation of 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. Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works.
3. Storm drain calculations to determine detention/retention pond sizing and operations.
 4. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
 5. Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control.

(CMH Design Standards and Standard Details for Construction)

- E. 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 will 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)**.
- F. NPDES GENERAL PERMIT SITE SWPPP INSPECTIONS AND COMPLIANCE:
3. ALL project onsite and offsite construction activity shall have the site inspected by a **qualified third party SWPPP Inspector (QSD or QSP)**.
 4. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).
 5. SWPPP Inspections shall occur bi-weekly during the non-rainy season.
 6. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.
 7. 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.
 8. Prior to rain events, BMPs not in compliance will need to be corrected immediately.
 9. 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.
 10. Other non-compliance issues need to be addressed within a 24 hour period.
 11. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow up inspection.
- G. Current Federal Emergency Management Agency Flood Insurance Maps show the site is located in:
- ☒ In all other zones (AE, AH, A99, V, VE), the lowest floor shall be elevated at least one foot above the base flood elevation.
- (MHMC 18.42.160 C; CMH Design Standards and Standard Details for Construction)**

V. WATER SYSTEM

City of Morgan Hill

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

VI. OTHER CONDITIONS

- A. The owner shall dedicate all necessary utility easements. **(MHMC 12.02.080 D; 17.28.010 A)**
- B. 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 Director of Public Works. **(MHMC 17.32.020 E.1)**
- C. The final map on all major subdivision (5 or more lots) shall be approved by the City Council prior to issuance of a grading permit. For minor subdivision (4 lots or less), the final 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 serving common areas that are required to be installed in the public right-of-way on the perimeter of this tract area shall be continuously maintained by the Homeowner's Association/Owner.
- E. Final landscape plans shall be submitted with and included as part of the improvement plans for the subdivision. **(MHMC 17.08.090)**
- F. Prior to the approval of any Building Permit for grading activity, the developer shall schedule a preconstruction meeting with the Public Works Inspection Division with the following project team members:
 - 3. Civil Engineer of record.
 - 4. Geotechnical Engineer of record.
 - 5. Third Party QSD/QSP SWPPP Inspector.
 - 6. General Contractor.

NPDES WATER QUALITY DIVISION
STORMWATER MANAGEMENT DEVELOPMENT STANDARDS
FOR POST CONSTRUCTION

1. State Water Resources Control Board Post Construction Requirements (PCRs):
Project shall comply with the California Regional Water Quality Control Board Central Coast Region Resolution No. R3-2013-0032 as documented by the **Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements** (developed from Resolution No. R-2013-0032 Attachment 1 and 2 at:
http://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.shtml). A copy of the guidance manual can be obtained through the Department of Public Works internet site.
 - a. Project shall provide Stormwater Control Plan Checklist and applicable calculations per the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements.
 - b. Project shall meet the applicable requirements of the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements:
 - i. Performance Requirement 1: Site Design and Runoff Reduction
 - ii. Performance Requirement 2: Water Quality Treatment
 - iii. Performance Requirement 3: Runoff Retention
 - iv. Performance Requirement 4: Peak Management
 - c. **Submit/re-submit site review plans (SR) to include requirements of item "a" and "b" above.**
2. Design Standards Applicable to All Categories.
 - a. **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.
 - b. **Minimize Storm Water Pollutants of Concern** - Storm water runoff from a site has the potential to contribute oil and grease, suspended solids, metals, gasoline, pesticides, and pathogens to the storm water conveyance system. The development must be designed so as to minimize, to the maximum extent practicable, the introduction of pollutants of concern that may result in significant impacts, generated from site runoff of directly connected impervious areas (DCIA), to the storm water conveyance system as approved by the building official. Pollutants of concern consist of any pollutants that exhibit one

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or more of the following characteristics: current loadings or historic deposits of the pollutant are impacting the beneficial uses of a receiving water, elevated levels of the pollutant are found in sediments of a receiving water and/or have the potential to bio-accumulate in organisms therein, or the detectable inputs of the pollutant are at concentrations or loads considered potentially toxic to humans and/or flora and fauna.

In meeting this specific requirement, "minimization of the pollutants of concern" will require the incorporation of a BMP or combination of BMPs best suited to maximize the reduction of pollutant loadings in that runoff to the Maximum Extent Practicable. Those BMPs best suited for that purpose are those listed in:

- i. [California Stormwater Quality Association \(CASQA\) Handbook: BMPs for New Development and Redevelopment](#)
- ii. [Bay Area Stormwater Management Agencies Association \(BASMAA\) Design Guidance Manual for Stormwater Quality Protection: Start at the Source 1999](#)

Other available sources of BMPs

- iii. [California Storm Water Best Management Practices Handbooks](#)
- iv. [Caltrans Storm Water Quality Handbook: Planning and Design Staff Guide](#)

- c. **Provide Storm Drain System Stenciling and Signage** - Storm drain stencils are highly visible source controls that are typically placed directly adjacent to 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 (individual single family residences are exempt from these requirements):
 - i. **Roof Required:** Trash enclosure areas shall have an all weather noncombustible solid roof to prevent rainwater from mixing with the enclosure's contents
 - v. **Walls Required:** Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.
 - vi. **Doors:** Trash enclosure shall have door(s) which can be secured when closed.
 - vii. **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.
 - viii. **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:
 - i. **Volumetric Treatment Control BMP**
 1. 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

2. 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
3. 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.
- ii. Flow Based Treatment Control BMP
 1. 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
 2. 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.
 - i. 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.
 - ii. The chief 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.
 - iii. 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.
 - iv. 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**
 - i. 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' or homeowners' association or other legal entity approved by the city.
 - ii. Any repairs or restoration/replacement and maintenance shall be in accordance with city-approved plans.
 - iii. 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** - Improper maintenance is one of the most common reasons why water quality controls will not function as designed or which may cause the system to fail entirely. It is important to consider who will be responsible for maintenance of a permanent BMP, and what equipment is required to perform the maintenance properly.
 - i. 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 Public Works Engineering).

ii. The stormwater BMP operation and maintenance agreement shall require that the BMPs not be modified and BMP maintenance activities not alter the designed function of the facility from its original design unless approved by the city prior to the commencement of the proposed modification or maintenance activity.

iii. The stormwater BMP operation and maintenance agreement shall provide that in the event that maintenance or repair is neglected, or the stormwater management facility becomes a danger to public health or safety, the city shall have the authority to perform maintenance and/or repair work and to recover the costs from the owner.

i. **Stormwater BMP inspection responsibility**

i. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a **Registered Civil Engineer (RCE)**.

ii. Unless otherwise required by the chief 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:

1. Site address;
2. Date and time of inspection;
3. Name of the person conducting the inspection;
4. List of stormwater facilities inspected;
5. Condition of each stormwater facility inspected;
6. Description of any needed maintenance or repairs; and
7. As applicable, the need for site reinspection.

iii. Upon completion of each inspection, an inspection report shall be submitted to Public Works 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 chief 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.

SUNSWEET

COMMERCIAL UNIFORM SIGN PROGRAM

Signage Program

May 24, 2022



365 Woodview Ave, #300

Morgan Hill, CA, 95037

(800) 350-3916

Sunsweet Commercial Master Sign Program

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MASTER SIGN PROGRAM OVERVIEW

A. PROPERTY NAME & LOCATION Sunsweet is a mixed-use development located at 90 East 3rd Street in Morgan Hill, CA (the “Property”).

B. KEY TERMS & DEFINITIONS

The term “Tenant” shall be used to refer to the individuals and/or businesses leasing space at the Property. The term “Landlord” shall be used to refer to the Property owner and its agents. The term “City” shall be used to refer to the City of Morgan Hill and its respective agencies, laws, policies or representatives.

C. OBJECTIVE

This Master Sign Program (the “MSP”) has been designed to establish a unified and consistent display of all business identification signage within the Property.

The objective of the MSP is to provide design standards and specifications that assure consistency in quality, placement, size, color. All tenant signs shall be designed, fabricated, and installed to be compatible with the Project architecture and contribute to the overall character aesthetic level of the Project.

D. SIGN REVIEW PROCESS

This MSP applies to all exterior business identification signage within Sunsweet. All exterior tenant business identification signage within Sunsweet shall comply with applicable sections of this MSP. Tenant and/or Tenant’s sign contractor should provide a complete sign proposal to Landlord for review. All Tenant signage shall be subject to Landlord’s prior written approval as provided in the MSP criteria. Upon approval, all signs will require a sign permit from the City of Morgan Hill.

Tenant and/or Tenant’s sign contractor shall, prior to preparation of shop drawings and specifications:

1. Review all architectural, structural documents as they relate to Building walls at the proposed location of signage; and
2. Visit the project site to become familiar with as-built conditions, including provisions for accessibility for wall sign installation, and to verify all dimensions.
3. Obtain approval for the necessary permits from the City of Morgan Hill.

E. REQUIRED SUBMITTALS

There is a formal process for the review and approval of Tenant business identification signs at Sunsweet.

All such signs shall be reviewed for conformance with MSP criteria. Approval or disapproval of sign submittals shall remain the sole right of the Landlord, prior to obtaining a sign permit from the city. If submittals are disapproved, Tenant must resubmit revised plans until Landlord's approval is obtained. Landlord's approval shall be based on the following criteria:

1. Design, fabrication methods, placement, color, and placement on Building fascia, and
2. Proposed signage shall be in harmony with adjacent signage and the overall character of the Property.

Prior to sign fabrication, Tenant shall submit to Landlord a complete set of detailed sign design and shop drawings. Sign drawings are to be prepared by a reputable, state-licensed sign contractor. All sign designs submitted for Landlord approval must conform to the requirements of the sign ordinances of the City of Morgan Hill.

Submittals shall include the following:

1. Fully dimensioned and scaled shop drawings, specifying exact dimensions, copy layouts, typestyles, materials, colors, means of attachment, method of illumination, electrical specifications, and other details of construction.
2. Elevation of Building, at a reasonable scale, indicating the proposed sign design and location, including all dimensions as they relate to the Building and/or monument sign elevation.
3. Section through letter, character, symbol and/or sign panel, in scale, showing the dimensioned projection of the letter, character, symbol and/or sign panel.
4. If requested, a sample board showing colors and materials, including Building or monument fascia, letter returns, and other sign details.

A full set of final plans must be approved by the Landlord prior to permit application with the City or sign fabrication. Following Landlord's approval of proposed signage, Tenant or Tenant's sign contractor must submit to the City of Morgan Hill applications for all permits for fabrication and installation of signage.

Fabrication and installation of signs shall be performed in accordance with the standards and specifications outlined in this MSP criteria and in the final approved plans and shop drawings. Any work deemed unacceptable shall be rejected and shall be corrected or modified at the Tenant's expense as required by the Landlord.

No signs may be added to, changed, or altered without review and approval by the Landlord and, if required, the City of Morgan Hill.

Landlord, at its sole discretion, has the right to allocate sign locations and square footage allowances within the Property, and if necessary, subject to the approval of the City of Morgan Hill.

F. MASTER SIGN PROGRAM.

Only those sign types outlined herein will be allowed unless specifically approved in writing by the Landlord and the City of Morgan Hill. Signage shall conform to the criteria specific to each sign type as well as to any general guidelines and provisions for sign treatments, colors outlined in the MSP criteria and Downtown Specific Plan Signage Guidelines. **Building-Mounted Signs** Permanent wall-mounted signs are mounted on Building fascia for the purpose of identifying businesses occupying a Building. The signs are limited to the following:

1. Projecting Tenant ID signs.
2. Window Signage.
3. Wall Signs.

G. EXCEPTIONS TO MASTER SIGN PROGRAM

Landlord reserves the right, by written approval presented to the City of Morgan Hill, to allow any sign specific plan signage requires that does not conform to this MSP, for, but not limited to the following reasons, on a case by- case basis:

1. The MSP limits Tenant's ability to accurately display their corporate identity, symbol, or logo.
2. Visibility of Tenant's corporate identity, symbol, or logo is limited by architectural or landscape elements that may change over time.
3. Sign manufacturing, fabrication, or components advance beyond what is listed in this MSP, that could allow for better visibility, energy savings, or construction.

H. NON-CONFORMING SIGNS

Landlord may, at its sole discretion and at Tenant's expense, correct, replace, or remove any sign that is installed without written approval and/or that is deemed not to be in conformance with approved signage submittal(s).

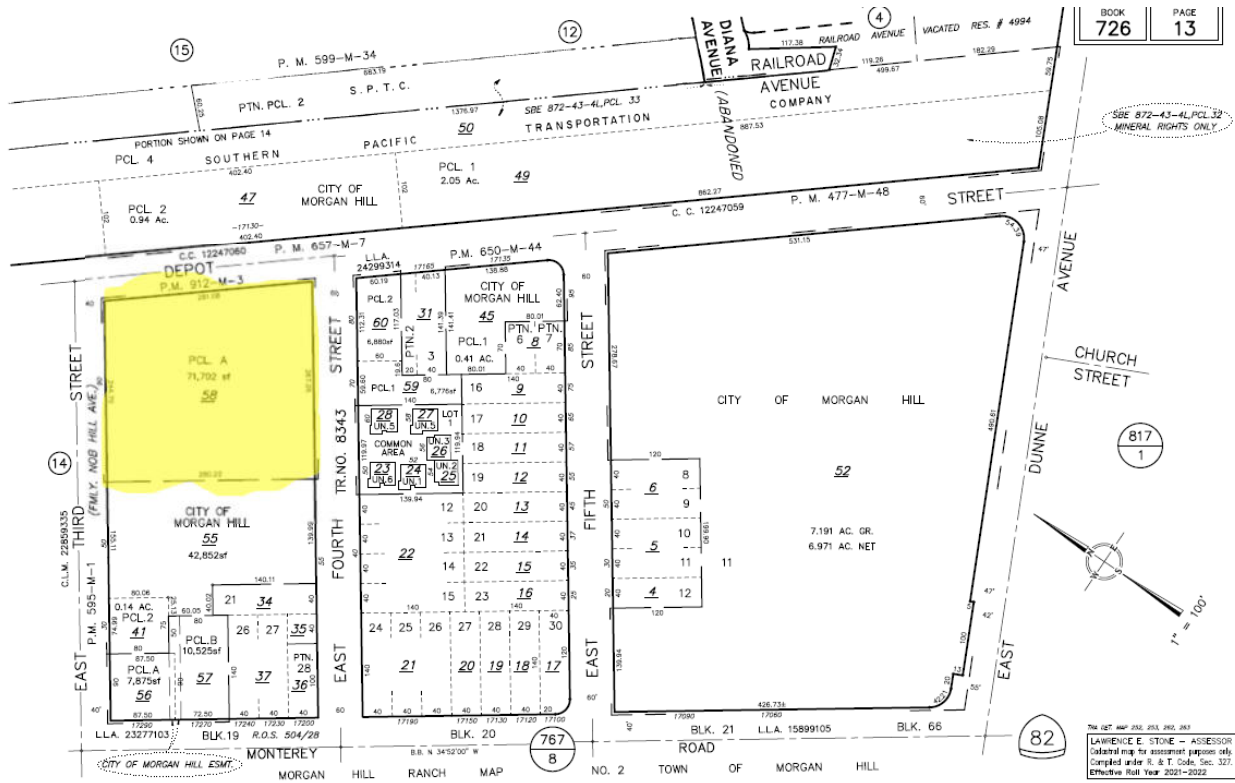
Prohibited Signs. The following signs shall be prohibited:

1. Exposed neon.
2. Advertising devices such as banners, flags, attraction boards, and posters, with the exception of temporary marketing signs approved by the landlord and City's Temporary Sign Ordinance
3. Signs with trim cap retainers.
4. Animated or moving sign components.
5. Neon signs visible through windows.
- 6 Roof mounted signs.
7. Signs on background raceways mounted to Building.
8. Signs identifying secondary business except where specifically approved by Landlord.
9. All types of Building-mounted sign cabinets (acrylic-faced sign cabinets with applied text and illuminated backgrounds or other signs where text is contained within a cabinet); exceptions may be granted to registered trademarks contained within a cabinet which conforms to the trademark shape.
10. Stickers, decals, paper signs, etc. hung on, behind, or affixed to windows.

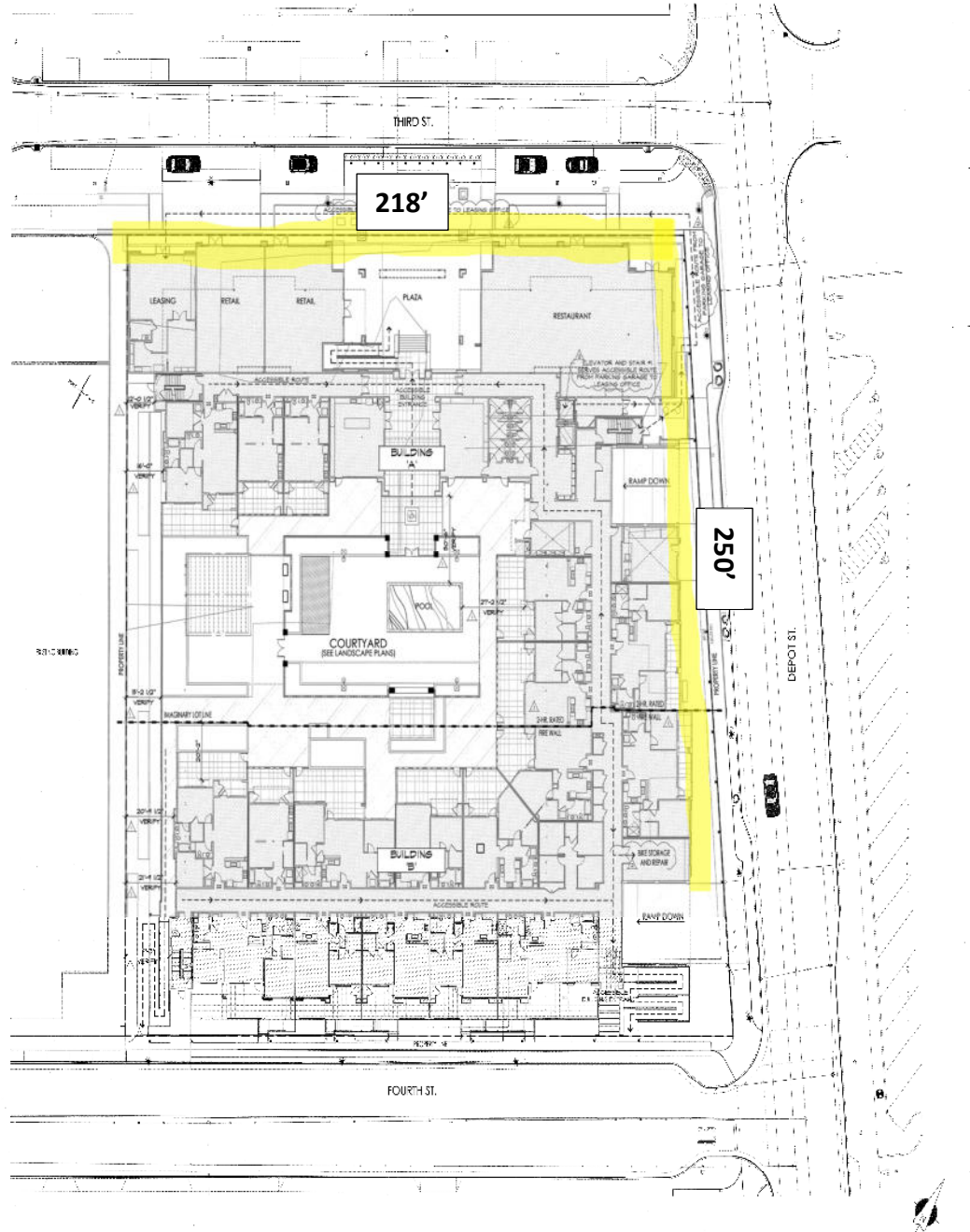
Sunsweet Commercial: Specific Requirements

1. Limit the amount of signage used. Window signs should be limited to a maximum of 25" of any individual window, and an aggregate area on no more than 10% of all ground floor windows on any building face.
2. Limit the size of lettering. The maximum height of letters should be 10 inches. Exceptions may be granted for the leading capital letter of text.
3. Use logos and creative sign type. Graphic logos and images along with special text formats can add personality and interest to window signs.
4. Use high quality materials and application methods. Appropriate window sign materials include paint or vinyl film applied directly to the inside face of the window, tubular neon suspended behind the window glass, wood or metal panels with applied lettering, and etched glass paper signs placed in windows are not allowed.
5. Limit the number and size of projecting signs. Only one projecting sign should be allowed per business frontage. Projecting signs shall be 18" (H) x 36" (W) and at least 6 inches will be provided between the inside edge of the sign and the building. Placement of signage on buildings shall be in conformance with plans attached as "Exhibit A".
6. Projecting signs shall use a heavy-duty straight arm bracket 4'-2" long by 2" square black metal sign bracket.
7. Position projecting signs to complement the building's architectural details. Solid panel signs should be located below the first-floor ceiling line or no more than 14 feet above the sidewalk, whichever is less. At least 8 feet should be provided from the bottom of projecting signs to the ground in pedestrian areas and 14 feet along streets.
8. Avoid covering architectural features with signage. Signs should not cover windows, transom windows, or features such as columns, recessed areas, moldings, or architectural trim.
9. Wall signs should remain within the limits of the storefront zone except where there is only one ground floor tenant space. If a building does not have good locations for a wall sign, other allowed types such as window signs may be used.

SECTION TWO: PARCEL MAP



SECTION THREE-COMMERCIAL BUILDING FRONTAGE



SECTION FOUR:

ALLOWABLE SIGNAGE – CALCULATIONS

<u>Frontage</u>	<u>Building Frontage</u>
3rd Street	218 feet
Depot	250 feet

<u>Sign Type</u>	<u>Proposed Sign Area</u>	<u>Quantity</u>	<u>Total Sign Area</u>
Projecting Sign	4.5 SF	4	18 SF

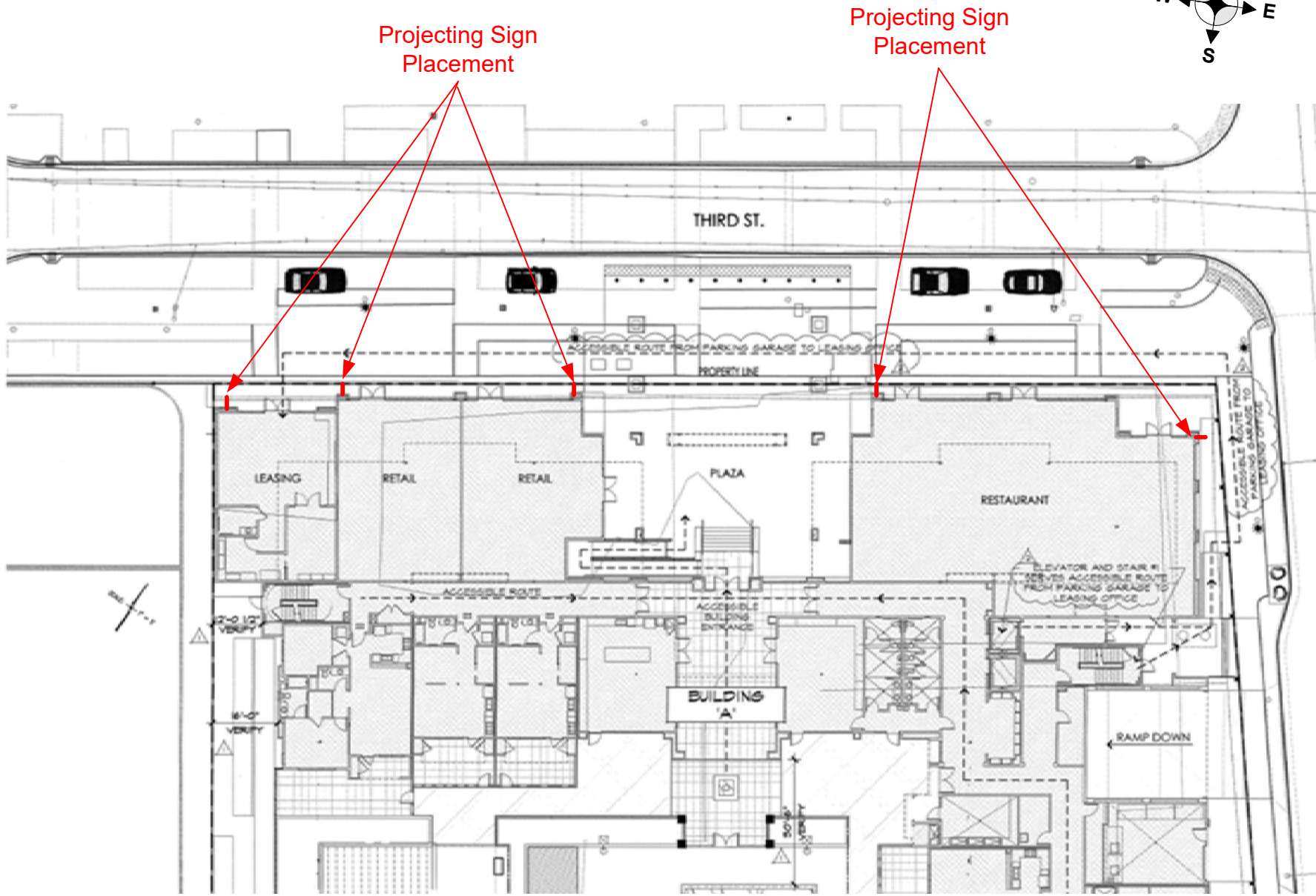
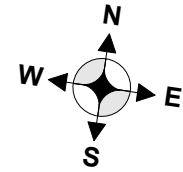
SG-A3. Maximum allowed sign area. Sign area is limited to 1 square foot per linear foot of building frontage along Monterey Road, Third Street and Depot Street.

Note:

All window signage to comply with current code requirements:

1. Maximum Area: twenty-five percent of window to which it is attached.
2. Placement: Permitted only on ground floor windows.
3. Transparency: A minimum of seventy-five percent of the total window area for use shall be transparent and free of signage features.
4. Any sign attached to a window, within two feet of a window, or attached to a display located within two feet of a window is considered a window sign.

SUNSWEET COMMERCIAL – SECTION FIVE - SIGN LOCATION PLANS WITH PROJECTING SIGN LOCATIONS



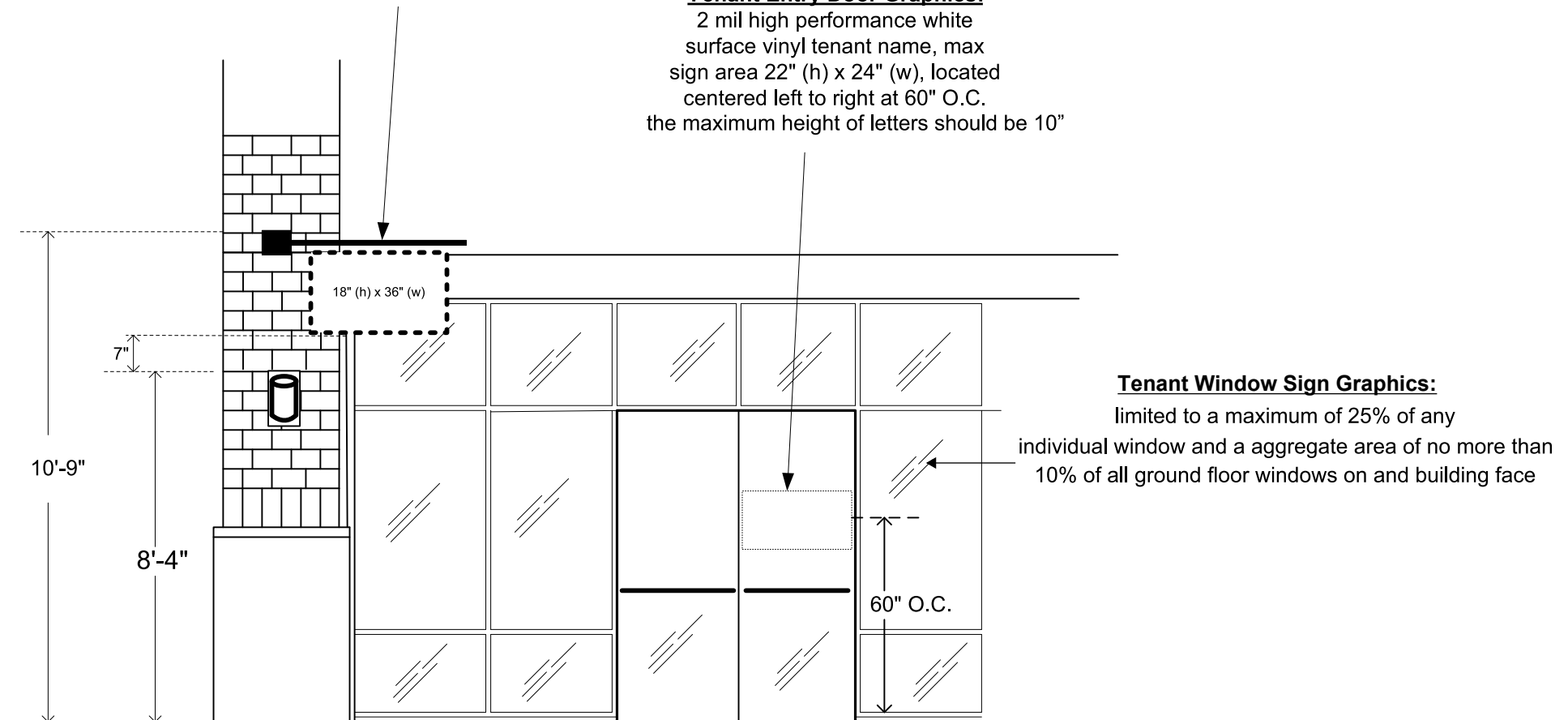
SUNSWEET COMMERCIAL

Section Five: Sign Location Elevations

Projecting Sign & Tenant Entry Door Graphics

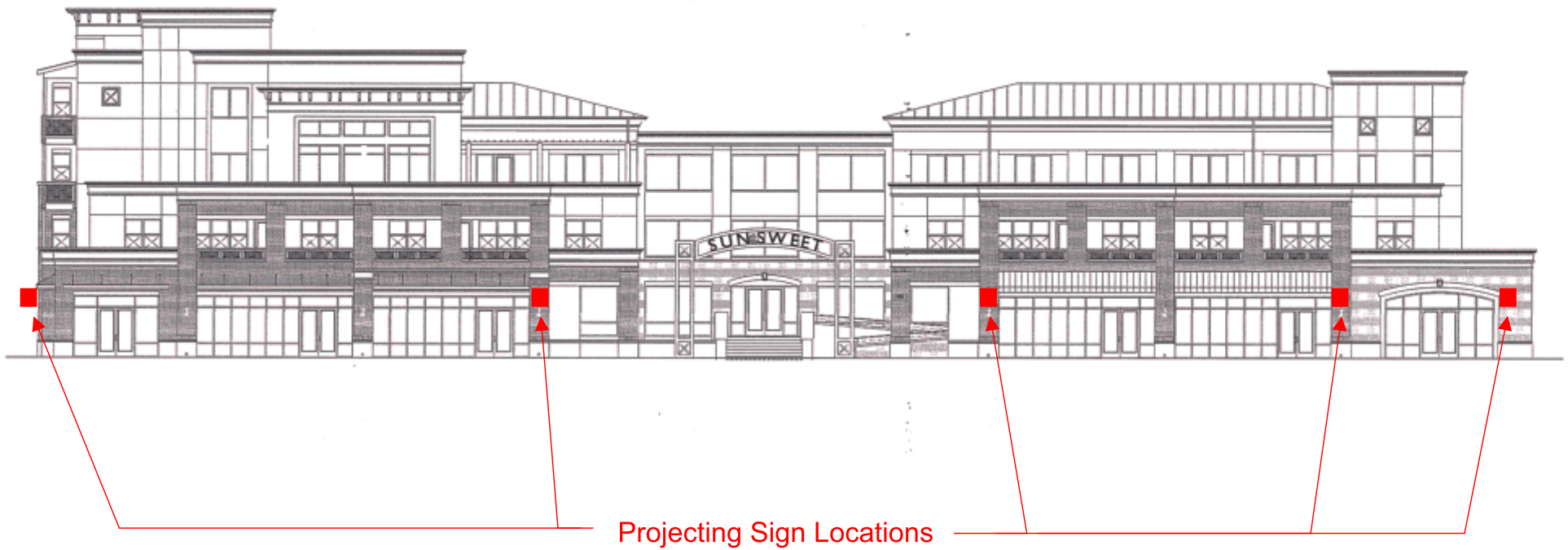
Projecting Sign:
Heavy Duty Metal Sign Bracket:
50" (long) x 2" square
Sign Panel:
18" x 36"

Tenant Entry Door Graphics:
2 mil high performance white
surface vinyl tenant name, max
sign area 22" (h) x 24" (w), located
centered left to right at 60" O.C.
the maximum height of letters should be 10"



SUNSWEET COMMERCIAL – SECTION SIX SIGN LOCATION ELEVATIONS

Exhibit A

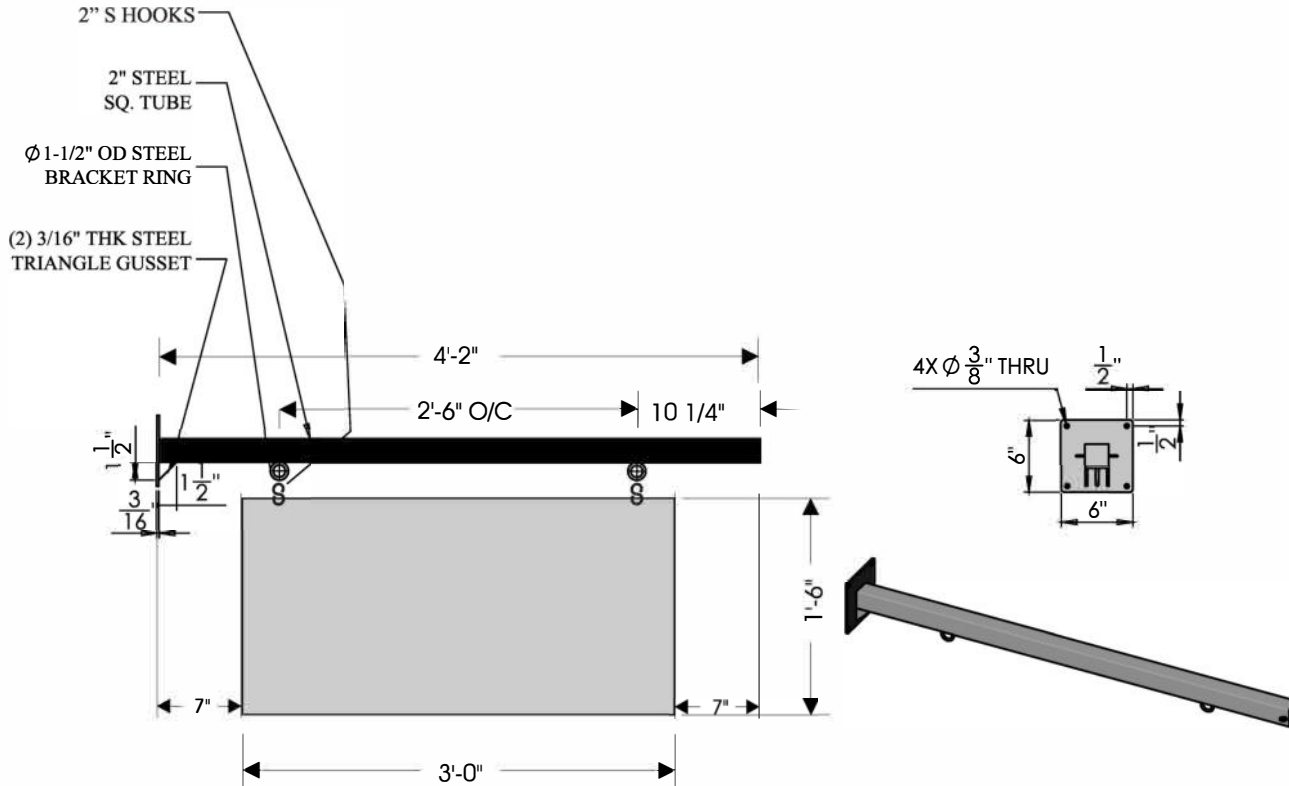


Front Elevation @ 90 East 3rd Street

SUNSWEET COMMERCIAL - SECTION SIX - SIGN LOCATION ELEVATIONS



SUNSWEET COMMERCIAL - SECTION SEVEN - GRAPHIC STANDARDS



Projecting Sign

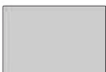
2" sq. x 4'-2" long steel straight arm bracket, powder coat black. includes "eye" hook and mounting plate 6" x 6" square (4) 3/8" diameter holes for bolts with anchors secured on wall. sign face spaced off wall by 7", center on bracket.

1'-6" x 3'-0" high quality substrate to hang from arm bracket "S" hooks

*Reference Morgan Hill Downtown Specific Plan SG-E1-E4



Black



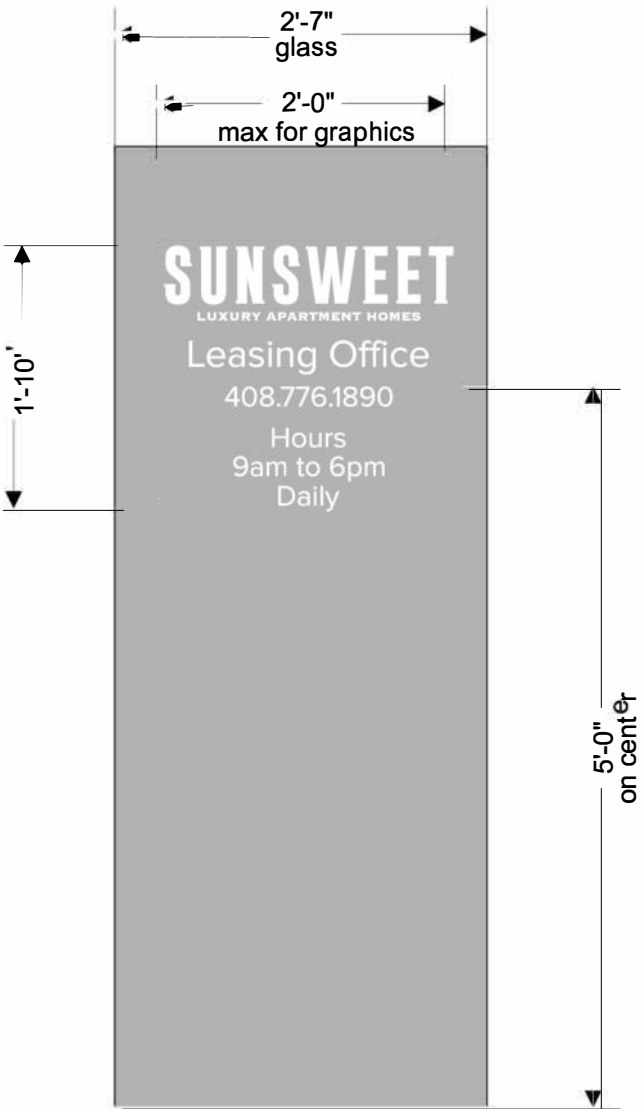
TBD

SUNSWEET COMMERCIAL - SECTION SEVEN - GRAPHIC STANDARDS

Door Graphics

Company name in white, surface applied, high performance gloss vinyl in company letter style.
Entire graphic grouping not to exceed 22" tall x 24" long.
Maximum letter height 10". No logo marks or other colors permitted.
Located centered left to right at 60" on center from ground level.

* Reference Morgan Hill Downtown Specific Plan SG D1 D4



Color Palette



High Performance White

PLANNING COMMISSION STAFF REPORT

MEETING DATE: June 14, 2022

PREPARED BY:

Tiffany Brown, Associate Planner

APPROVED BY: Jennifer Carmen

UP2021-0007/EA2021-0007: BARRETT - CATALYST KIDS: CONDITIONAL USE PERMIT TO ALLOW FOR A NEW 8,420 SQUARE FOOT CHILDCARE FACILITY THAT INCLUDES EIGHT CLASSROOMS, AN OUTDOOR PLAYGROUND, OFFICES, AND STORAGE SPACE. THE PROPERTY, IDENTIFIED BY ASSESSOR PARCEL NUMBER 817-30-080, IS LOCATED ON THE NORTHWEST CORNER OF BARRET AVENUE AND BUTTERFIELD BOULEVARD (SHARMA PRADEEP AND VEENA TRUSTEE, OWNER).

RECOMMENDATION(S)

1. Open/close public hearing; and
2. Adopt the Resolution approving a Conditional Use Permit for a new childcare facility.

LOCATION MAP/PROJECT INFORMATION:



- | | | |
|----|---------------|---|
| 1. | Location: | Northwest corner of Barrett Avenue and Butterfield Boulevard (APN:817-30-080) |
| 2. | Site Area: | 0.57- Acres |
| 3. | General Plan: | Commercial |
| 4. | Zoning: | Commercial Neighborhood |
| 5. | Request: | Request for a Conditional Use Permit |

BACKGROUND:

The project site is a 0.57-acre site located on the northwest corner of Barrett Avenue and Butterfield Boulevard. The site is a small undeveloped site with no direct vehicular access off Butterfield Boulevard or Barrett Avenue. To the west of the proposed site, is The Lodge at Morgan Hill (515 Barrett Avenue), a 137-unit congregate care facility that started operating in February 2014. In October 2014, the City Council approved General Plan and Zoning amendments for five contiguous parcels near the northwest corner of Barret Avenue and Butterfield Boulevard (project site identified

as Site C) to create a cohesive and comprehensive land use strategy for the overall area. The adopted Mitigated Negative Declaration required:

TRN-XVI-1 In conjunction with submittal of a Site Plan for development of Site C, the owner or designee shall submit to the Community Development and Public Works Departments a Site Access and Circulation Analysis for Site C prepared by a qualified transportation consultant. The Analysis shall evaluate proposed access points and intersection spacing to verify compliance with City standards, and to ensure that the proposed site design would not result in traffic safety hazards. If warranted, the Analysis shall include recommendations for improving the site design to ensure safe and efficient flow of traffic at the site. The recommendations shall be incorporated into the Site Plan, as determined by the City of Morgan Hill Public Works Department.

Access to the project site will be provided by an existing 24-foot wide access easement west of the site, which connects to the existing private driveway to The Lodge at Morgan Hill. The access and circulation was evaluated by Hexagon Transportation Consultants, Inc., as required by the previously adopted Mitigated Negative Declaration.

PROJECT DESCRIPTION:

On May 26, 2021, Catalyst Kids submitted a Conditional Use Permit application to allow for a childcare facility on the undeveloped 0.57-acre project site. Catalyst Kids is a non-profit agency that has been doing business since 1976 and is one of the largest non-profit agencies in the state of California providing licensed care for children. Catalyst Kids is headquartered in Morgan Hill and operates over 150 childcare centers throughout the State of California, serving over 20,000 children. The 8,420 square foot facility would include eight classrooms, an outdoor playground, offices, and storage space. The facility will serve infant, toddler, and preschool age children and could accommodate up to 100 children (flexible schedules) with up to 15 staff on site during peak times. Business hours would be 6:30 am to 6:00 pm with drop-off and pick-up times individually scheduled to avoid traffic congestion and to ensure a safe environment by providing hands-on care. On average, most parents/guardians drop-off children between 6:30 am and 9:00 am and pick-up between 3:30 pm and 6:00 pm. A letter of intent has been provided (Attachment 2).

Site Description

The 0.57- acre site is located on the northwest corner of Barrett Avenue and Butterfield Boulevard, with access through the main congregate care facility parking lot that is adjacent to the project site (west side). The proposed site plan demonstrates compliance with the City's development standards, including parking requirements and vehicular circulation turn-around requirements (Attachment 3). If this Conditional Use Permit is approved, the project will require an administrative Design Permit.

Surrounding Uses

	General Plan Land Use	Zoning	Existing Use
North	Commercial	Commercial Service	Congregate Care Facility
South	Industrial (I)	Light Industrial (IL)	Paragon Mechanical, Inc.
East	Residential Attached Low (RAL)	Residential Attached Low (RAL) 3,500 Planned Development	Residential Neighborhood
West	Commercial	Commercial Service	Congragete Care Facility

PROJECT ANALYSIS AND FINDINGS:

ANALYSIS

The proposed project was analyzed with respect to conformance with: 1) Morgan Hill 2035 General Plan; 2) Zoning Ordinance 3) Findings and 4) California Environmental Quality Act:

1. General Plan Land Use Consistency

The site land use designation is Commercial. The intent of this land use designation is to allow a wide range of retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as a part of shopping centers.

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

The non-profit childcare facility will provide an essential service that supports all socioeconomic segments of the community.

Policy CNF-2.3 Quality of Life. Maintain Morgan Hill's high quality of life for existing and future residents.

The daycare center is a high quality facility that, if approved, will provide new essential childcare services needed in the City. All Catalyst Kids centers are licensed by the California Department of Social Services and the Community Care Licensing Division, which provides health and safety reviews of childcare centers. Catalyst Kids is headquartered in Morgan Hill and operates over 150 childcare centers throughout the State of California and has served families for over 45 years.

2. Zoning Ordinance Consistency

The Zoning Code implements the General Plan. The project site is zoned Neighborhood Commercial (CN). The purpose of the CN zoning district is to provide a location for retail, office, and service uses to serve residents living in the surrounding neighborhoods. The CN zoning district allows childcare facilities as a conditionally permitted use. The purpose of a Conditional Use Permit is to require land uses that are generally appropriate within a district, but potentially undesirable on a particular parcel or in large numbers. A Conditional Use Permit is a discretionary action that enables the Planning Commission to ensure that a proposed use is consistent with the General Plan and will not create a negative impact to the adjacent properties or the general public.

3. FINDINGS

Pursuant to Morgan Hill Municipal Code Section 18.108.030 E. Findings, the Planning Commission shall review the proposal and make all the following findings for approval:

a. The proposed use is allowed in the applicable district.

A childcare facility is a conditionally allowed use within the CN zone district.

b. The proposed use is consistent with the General Plan, Zoning Code, and any applicable specific plan or area plan adopted by the City Council.

The use is consistent with the General Plan, specifically but not limited to Policy CNF-2.2 and CNF-2.3. It is a conditionally allowed use within the CN zone district, and if approved, will build the facility to meet all the development standards and parking requirements within the zone district.

c. The site is suitable and adequate for the proposed use.

The project site has a unique shape with an access easement provided through the adjacent property. The conceptual site plan demonstrates that the proposed childcare facility can meet all the development standards of the City of Morgan Hill Municipal Code, including parking requirements. The children's playground area will be screened from the arterial road. The proposal will be able to meet all other required site improvements and therefore is found to be suitable and adequate for the proposed use.

d. The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses in the vicinity of the property.

The proposed childcare facility is a compatible use with the adjacent congregate care facility and will serve all residential neighborhoods within the community.

e. The proposed use will not be detrimental to the public health, safety, and welfare.

Catalyst Kids requires licensing through the Child Care Licensing Program from the State of California. The Licensing Program ensures that licensed facilities meet established health and safety standards through monitoring facilities and providing technical assistance. The new construction will meet all current building codes and therefore will not be detrimental to the public health, safety, and welfare.

f. The proposed use would not have a substantial adverse effect in traffic circulation and on the planned capacity of the street system.

Hexagon Transportation Consultants, Inc. completed a Trip Generation and Operations Analysis (Attachment 4) for the proposed Catalyst Kids Center. The purpose of the analysis is to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project in addition to studying site access/ circulation. The analysis includes trip generation, level of service (LOS), site access, on-site circulation, and transit/ pedestrian/ bicycle facility evaluation.

Trip Generation

The Trip Generation and Operations Analysis provided analyzed the existing conditions, existing plus project conditions, and projected year 2025 cumulative conditions. The directional distribution of site-generated traffic to and from the project site was estimated based on the existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, freeway access points, and the locations of complimentary land uses. Any project/ development that generates over 100 or more net new peak hour trips is deemed significant and would require further study of a Traffic Impact Analysis (TIA). Based on the trip generation rates and the project size, the proposed project would generate 78 new vehicle trips (41 inbound and 37 outbound) during the AM peak hour and 79 vehicle trips (37 inbound and 42 outbound) during the PM peak hour . Based on the trip generation rates for the childcare facility, the project will generate less than 100 peak hour vehicular trips and therefore, it is considered a less than significant impact and no further traffic analysis is required.

Level of Service

LOS evaluates signalized intersection operations based on the average delay time for all vehicles at the intersections. LOS standards start at LOS A and start degrading as it gets to LOS F. All intersections within the City are required to meet the LOS D standard unless within Downtown (where level E is allowed). A TIA would also be required if the project adds 50 to 99 net new peak hour trips on roadway systems with intersections operating at or below the City's LOS standard.

The surrounding roadway system intersections are currently operating at LOS B. The results of the LOS analysis conclude that the LOS plus new project will not degrade the LOS standard. Because LOS is currently operating at LOS B, and the LOS standard with the project will remain at LOS B, the project will not have an adverse effect on operations.

Site Access/On-Site Circulation

A 20-foot-wide driveway for site access would be provided, approximately 50 feet north of the existing driveway entrance to The Lodge at Morgan Hill on Barrett Avenue. The new driveway would lead to an on-site surface parking lot with 17 parking spaces. Drive aisles within the parking lot would measure at least 25 feet in width. The parking lot does not have looped drive aisles. Therefore, all entering vehicles must park or turn around within the drive aisles to exit the parking lot. Site access is evaluated to determine the adequacy of the site's access points with regard to the traffic volume, geometric design, and site distance. Parents are required to park and accompany their child into and out of classrooms. Excessive queuing on-site is not anticipated, assuming that arrivals are spread throughout the AM drop-off period and that most parents will not stay after dropping their child off. To ensure parents are able to park and depart their parking spaces, Hexagon Transportation Consultants, Inc. recommended the following:

1. The daycare center should place staff along the easement drive aisle to facilitate entry and exit of the parking lot during peak drop-off/pick-up periods; and,
2. Stagger drop-off/pick-up times to minimize the number of vehicles on-site at any given time.

These recommendations have been included in the Conditions of Approval for the project.

Transit/Pedestrian/Bicycle

The site access via transit, pedestrian, and bicycles was reviewed. There is sidewalk access along most roadways and crosswalks provided at signalized intersections. There are missing sidewalks along Barret Avenue located west of the project site. However, the area west of the project site consists of industrial uses. There are bicycle lanes in the project area along Butterfield Boulevard, Tennant Avenue, and Monterey Road. The study concludes the demand generated by the proposed project could be accommodated by the existing infrastructure to and from the site.

Conclusion

The evaluation of the trip generation and intersection operations concluded the proposed project will not result in an adverse effect on the operations to the intersections in the project area and is consistent with the Morgan Hill 2035 General Plan goals and policies.

g. The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.

The proposed use at the proposed location introduces a compatible use to the existing adjacent uses. Pursuant to the General Plan, there is sufficient services and infrastructure to support the new childcare facility at this location.

CONCLUSION:

The proposed use will not adversely impact the public health, safety, or general welfare of the project site or surrounding properties. The new facility will meet all development standards and as conditioned will not have an adverse impact on surrounding traffic and circulation. The project is consistent with the General Plan and Zoning Ordinance.

CEQA (California Environmental Quality Act):

The proposed project was determined to be exempt from the California Environmental Quality Act (CEQA), consistent with CEQA Guidelines Section 15332, In-Fill Development Projects. None of the exceptions to categorical exemptions identified by CEQA Guidelines Section 15300.2 are applicable to the proposed project. A Categorical Exemption Memorandum dated May 2022 has been prepared (Attachment 5).

COMMUNITY ENGAGEMENT:

The proposed project was publicly noticed (mailing to property owners within 300-feet of the project, newspaper legal notice, and site posted) for the minimum 10-day period.

ATTACHMENTS:

1. PC Resolution and Conditions
2. Catalyst Kids Intent of Use
3. Project Plans
4. Trip Gen and Operations Analysis
5. Catalyst Kids Center Categorical Exemption with Appendices

RESOLUTION NO. 22-12

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A CONDITIONAL USE PERMIT TO ALLOW FOR A NEW 8,420 SQUARE FOOT CHILDCARE FACILITY THAT INCLUDES EIGHT CLASSROOMS, OUTDOOR PLAYGROUND, OFFICES, AND STORAGE SPACE. (APN 817-30-080)

WHEREAS, an application was submitted by Casey Trudeau Design representing Catalyst Family Inc. (Catalyst Kids), for the request to allow a new childcare facility with outdoor playground area and supporting offices. The property, identified by Assessor Parcel Number 817-30-080, is located on the northwest corner of Barrett Avenue and Butterfield Boulevard (Sharma Pradeep and Veena Trustee, Property Owner).

WHEREAS, such request was considered by the Planning Commission at their regular meeting of June 14, 2022; and

WHEREAS, based upon the Categorical Exemption Memorandum dated May 2022, the Development Services Director has determined that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15332, Class 32; and has further determined that none of the exceptions to the exemption apply;

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 Conditional Use Permit is consistent with the Zoning Ordinance and the General Plan.

SECTION 2. The Conditional Use Permit has been found consistent with the Findings of approval contained in Section 18.108.030 of the Zoning Code and are hereby adopted:

a. The proposed use is allowed in the applicable district.

A childcare facility is a conditionally allowed use within the Neighborhood Commercial (CN) zone district.

b. The proposed use is consistent with the General Plan, Zoning Code, and any applicable specific plan or area plan adopted by the City Council.

The use is consistent with the General Plan, specifically but not limited to Policy CNF-2.2 and CNF-2.3. It is a conditionally allowed use within the CN zone district and, if approved, will build the facility to meet all the development standards and parking requirements within that zone district.

c. The site is suitable and adequate for the proposed use.

The project site is a unique shape with an access easement provided through the adjacent property. The conceptual site plan demonstrates that the proposed childcare facility can meet all the development standards of the City of Morgan Hill Municipal Code, including parking requirements. The children's playground area will be screened from the arterial road. The proposal will be able to meet all other required site improvements and therefore is found to be suitable and adequate for the proposed use.

d. The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses in the vicinity of the property.

The proposed childcare facility is a compatible use with the adjacent congregate care facility and will serve all residential neighborhoods within the community.

e. The proposed use will not be detrimental to the public health, safety, and welfare.

Catalyst Kids requires licensing through the Child Care Licensing Program from the State of California. The Licensing Program ensures that licensed facilities meet established health and safety standards through monitoring facilities and providing technical assistance. The new construction will meet all current building codes and therefore will not be detrimental to the public health, safety, and welfare.

f. The proposed use would not have a substantial adverse effect in traffic circulation and on the planned capacity of the street system.

Hexagon Transportation Consultants, Inc. completed a trip generation and operations analysis for the proposed Catalyst Kids Center. The purpose of the analysis is to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project in addition to studying site access/circulation. The evaluation of the trip generation and intersection operations concluded the proposed project will not result in an adverse effect on the operations to the intersections in the project area and is consistent with the Morgan Hill 2035 General Plan goals and policies.

- g. **The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.**

The proposed use at the proposed location introduces a compatible use to the existing adjacent uses. Pursuant to the General Plan, there are sufficient services and infrastructure to support the new childcare facility at this location.

SECTION 3. The Planning Commission hereby approves the Conditional Use Permit subject to the conditions set forth in Exhibit A attached hereto and incorporated herein this reference. Any expansion, intensification, or changes to the use approved under this conditional use permit deemed major by the Development Services Director shall be permitted only upon amendment of this Conditional Use Permit or approval of a separate Conditional Use Permit application.

PASSED AND ADOPTED THIS 14th DAY OF JUNE 2022, 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

MALISHA KUMAR, Chair

Date: _____

EXHIBIT "A"
STANDARD CONDITIONS

APPLICATION NO: UP2021-0007
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 new 8,420 square foot Childcare Facility that includes eight classrooms with an associated outdoor playground area, supporting offices and storage space. The facility will serve infant, toddler, and preschool-age children and could accommodate up to 100 children with flexible schedules and up to 15 staff on-site during peak times. Business hours are from 6:30 am to 6:00 pm with drop-off and pick-up times individually scheduled to avoid traffic congestion and to ensure a safe environment by providing hands-on care.

II. PROJECT CONDITIONS OF APPROVAL

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

PLANNING DIVISION

- A. **Conditional Use Permit.** This Conditional Use Permit approval is limited to the Project Description above and the conceptual plan set on file (UP2021-0007) with the Development Services Department. The proposal will require approval of a Design Permit prior to submittal of a building permit. The approved building plans and landscape plans must be in substantial conformance with the approved Use Permit and future Design Permit plans as determined by the Development Services Director.
- B. **Design Permit.** The applicant shall submit for a Design Permit for the review of the future childcare site development. The site design shall comply with all applicable development standards within the General Commercial Zoning designation and applicable parking requirement for a childcare facility.

- C. **Drop-off / Pick-up Hours.** Per the Hexagon Trip Generation and Operations Analysis, the daycare facility is required to do the following during am and pm peak hour drop-off and pick-up times:
1. Place staff along the easement drive aisle to facilitate entry and exit of the parking lot during peak drop-off/pick-up periods.
 2. Stagger drop-off/pick-up times to minimize the number of vehicles on-site and one time.
- D. **Time Limits:** The conditional use permit approval granted pursuant to this Resolution shall remain in effect for two years from the approval date. Failure to obtain a design permit within this term shall result in termination of approval unless an extension of time is granted with a showing of just cause prior to the expiration date. **(MHMC 18.108.040)**
- E. **Defense and Indemnity.** 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.

ENGINEERING DIVISION

- A. The Design Permit will be reviewed for compliance with the Municipal Code including but not limited to the on and off-site improvements and storm water control plan.
- B. Project will be subject to impact fees prior to issuance of any future building permit.

ENVIRONMENTAL SERVICES

- A. The Design Permit landscaping shall comply with the Morgan Hill Municipal Code (MHMC) 18.148 – Water Conservation.

BUILDING DIVISION

- A. The following items shall be incorporated into the design and will be verified at Building Permit application plan review:
 - 1. Project shall be designed to comply with the current edition of the California Codes of Regulations as amended by the Morgan Hill Municipal Code Title 15.
 - 2. Project shall comply with the Morgan Hill Municipal Code (MHMC) including but not limited to:
 - a. MHMC 15.65 Sustainable Building Regulations.
https://library.municode.com/ca/morgan_hill/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.65SUBURE
 - b. MHMC 15.40 Building Security
https://library.municode.com/ca/morgan_hill/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.40BUSE
 - c. MHMC 15.38 Wage Theft Preventions
https://library.municode.com/ca/morgan_hill/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.38WATHPR
 - d. MHMC 18.148 Water Conservation
https://library.municode.com/ca/morgan_hill/codes/code_of_ordinances?nodeId=TIT18ZO_DIVIIDECO_CH18.148WACO
 - e. MHMC 15.63 Prohibition of Natural Gas Infrastructure in New Buildings
https://library.municode.com/ca/morgan_hill/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.38WATHPR
 - 3. An acoustical analysis report shall be submitted with the building permit documents showing interior and exterior noise mitigations for compliance to the MHMC, California Building Code and CALGreen Code.

4. Accessible route to each story level is required per California Building Code 11B-206.2.3
5. The buildings required accessible means of egress shall provide an exit discharge unobstructed to the public way.
6. Identify proposed location for exterior mechanical equipment. Morgan Hill Municipal Code 18.108.040 (J) (3) requires all mechanical equipment to be screened from a public view. The public view is anywhere on the Public Way, not just in front of the building.
7. On-site parking and paths shall comply with the lighting requirements of MHMC 15.40 Building Security per Section 15.40.310 - Open parking lots. Open parking lots and access thereto, for the use of the general public, shall be provided with a maintained average of two foot-candles and a minimum of five-tenths foot-candles maintained lighting on the parking surface from dusk until the beginning of business every operating day.

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.

Prior to Design Permit submittal, provide Fire Apparatus turning template to show onsite access, turning, radius, and if access exceeds 150-feet and approved fire apparatus turn around.

- B. **Fire Apparatus (Engine) Access Roads Required:** Prior to the commencement of combustible construction, an access roadway with a paved all-weather surface and a minimum unobstructed width of 20 feet, vertical clearance of 13 feet, 6 inches shall be provided, with minimum circulating turning radius of 36 feet outside and 23 feet inside, and a maximum slope of 15%, unless otherwise approved in writing by the Fire Marshal. Installations shall conform to the City of Morgan Hill Standard Details and Specifications 11-B. **(CFC Section 503 as amended by MHMC 15.44.140)**
- C. Review of the conceptual plans does not release the developer, architect, or contractor of the responsibility for the corrections of mistakes, errors or omissions contained therein.

POLICE DEPARTMENT

- A. **Safety and Security Plan.** The Police Department shall review and approve a safety and security plan for the facility including a security camera plan prior to the issuance of a building permit or site development permit, whichever one is issued first.
- B. **Camera Access.** The Police department will require access to the camera feed and camera recordings to be able to view real-time and recorded footage if/when required.
- C. **Traffic and Circulation.** Police Department request that the applicant provides the Trip Generation and Operations Analysis completed by Hexagon for the center and provide a traffic and circulation plan on how they will comply with the drop-off and pick-up conditions set forth in this Exhibit A, Standard Conditions, Section C. under the Planning Division conditions.



City of Morgan Hill

RE: Letter of Intended Use for Barrett X Butterfield development site

Catalyst Family Inc, doing business as Catalyst Kids, intends to use the build to suit site at Barrett and Butterfield for infant, toddler, and preschool age childcare services. Catalyst Family Inc has been preparing children for success in school, creating a foundation for life-long learning for over 45 years. Our nonprofit agency began in 1976 as Continuing Development Incorporated and in 2020 we changed our name to Catalyst Family Inc. Catalyst Kids is one of the largest non-profit agencies in the state of California providing licensed care for children.

Catalyst Kids serves children and families who qualify for State subsidies as well as private fee-paying families. Our centers are licensed by the California Department of Social Services, Community Care Licensing Division – the agency charged with health and safety reviews of childcare centers. Catalyst Kids operates over 150 childcare centers throughout the State of California, serving over 20,000 children.

Headquartered in Morgan Hill, we have regional offices in Sacramento, Irvine and Oxnard. Our programs are individualized, unique and specific to the needs of our families and local communities. Integrity, creativity, inclusivity and engagement are the values that drive our programs each and every day. We are committed to meeting individual community needs and our large agency view affords us the stability, resources, and scale needed to help all kids shine.

Catalyst Kids intends to use the site at Barrett to provide childcare only. Our Morgan Hill Headquarters is stated below. Our intent is to serve up to 100 children between the hours of 6:30AM-6:00PM. To provide care for the children and meet the business needs of the center we would have 15 staff on site at peak times of the business hours. Families typically drop off and pick up their children between 6:30AM-9:00AM and 3:30PM-6:00PM with peak times between 7:00AM-8:00AM and 4:30PM-5:30PM. Drop off and pick up times are individually scheduled to avoid traffic congestion, provide hands-on care to the children as they come and go and ensure a safe environment. We are eager to open Catalyst Kids in Morgan Hill. Please don't hesitate to contact us if you have questions.

Sincerely,

A handwritten signature in blue ink that reads "Susan Dumars". The signature is fluid and cursive, with the first name "Susan" being more prominent than the last name "Dumars".

Susan Dumars-President

PROJECT INFORMATION:

A.P.N. 817-30-080
ZONING: CN
LOT SIZE: 0.572 ACRES NET (24,916 S.F.)
PROPOSED DAYCARE, SINGLE TENANT
USE: 8 CLASSROOMS / STAFF ROOM / RECEPTION / OFFICE
PLUS KITCHEN / LAUNDRY / SICK ROOM / BATHROOMS

BUILDING COVERAGE: 8420 S.F. / 34%
FLOOR AREA RATIO: 27%
6255 S.F. CLASSROOM, OFFICE, AUX. STAFF USE
475 S.F. STORAGE, REFUSE, MECHANICAL USE
6730 S.F. TOTAL

COVERED PORCHES AND BREEZEWAYS: 7%
1690 S.F. AT ENTRIES AND PLAY AREA COURTYARD

PLAYGROUND AND ENCLOSED OUTDOOR AREA:
2075 S.F. MAIN PLAYGROUND
490 S.F. NEWBORN COURTYARD

2565 S.F. TOTAL

MAXIMUM BUILDING HEIGHT: 30' (27' PROPOSED)

BUILDING SETBACKS:

FRONT: 25'
REAR: 20'
INTERIOR SIDE: 0'
STREET SIDE: 15'

MINOR EXEPTION APPLICATION INCLUDED

- SETBACK TO PUE (12') @ BUTTERFIELD AND BARRETT

PARKING:

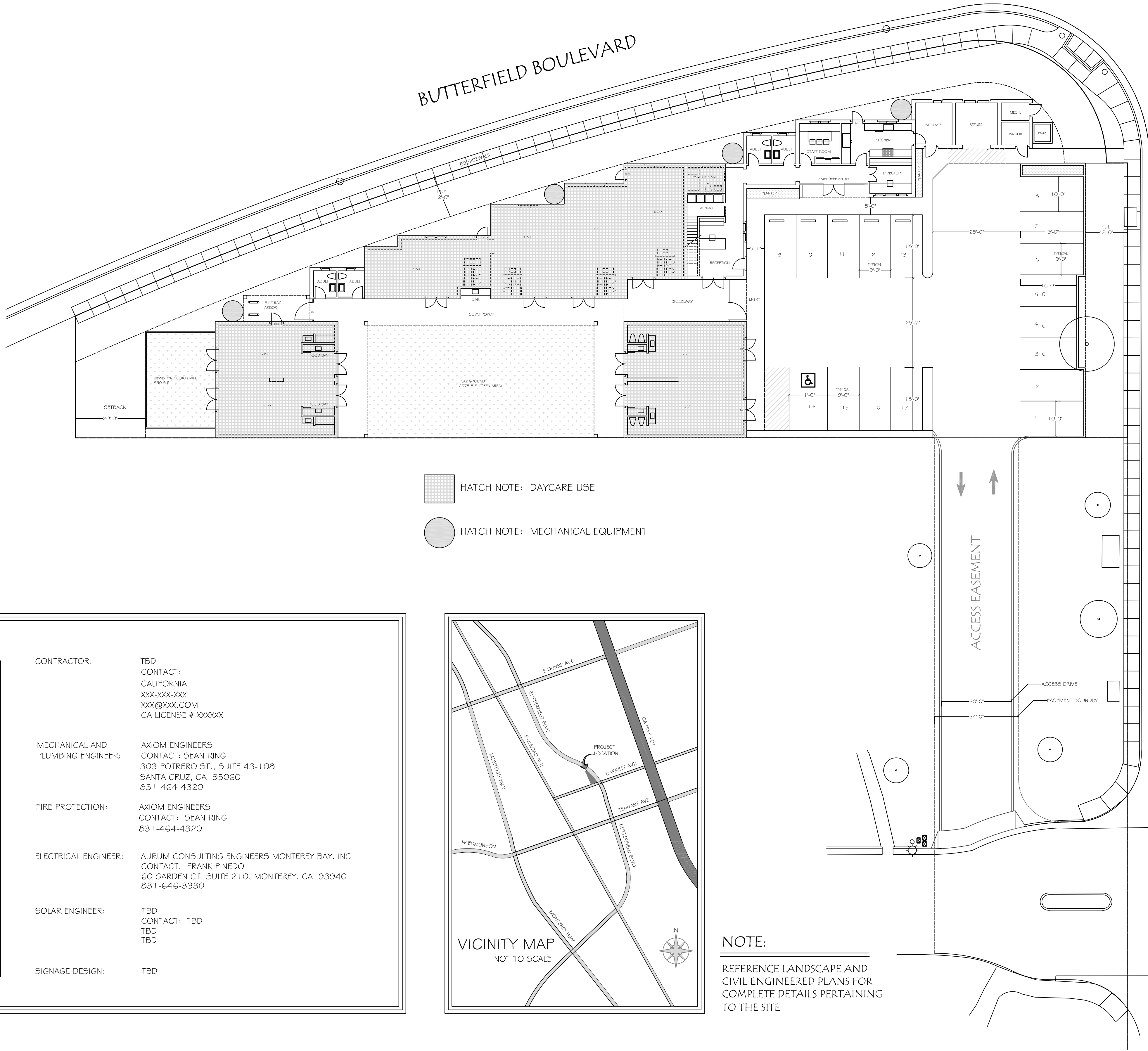
4735 S.F. DAYCARE USE (CLASSROOMS AND SICK ROOM)
1 STALL PER 300 S.F. OF DAYCARE USE REQUIRED (16 STALLS)
PROVIDED: PER MORGAN HILL M.C. #18.72.030
17 PARKING SPACES INC. 1 VAN A.D.A. COMPLIANT ON SITE

TREES: 1 EXISTING SCRUB OAK TO REMAIN

SHEET INDEX:

- A1. SITE PLAN
- A2. FLOOR PLAN
- A3. ELEVATIONS
- 1. PRELIMINARY GRADING, DRAINAGE
- 2. PRELIMINARY STORM WATER
- LO.1. PRELIMINARY LANDSCAPE PLAN
- LO.2. PLAY YARD ELNARGEMENTS

O BARRETT
BARRETT AVENUE X BUTTERFIELD BOULEVARD
MORGAN HILL, CALIFORNIA



HATCH NOTE: DAYCARE USE
HATCH NOTE: MECHANICAL EQUIPMENT

NOTE:
REFERENCE LANDSCAPE AND
CIVIL ENGINEERED PLANS FOR
COMPLETE DETAILS PERTAINING
TO THE SITE

SITE PLAN
SCALE: 1/16" = 1'-0"

CONSULTANT LIST:

DESIGNER: CASEY TRUDEAU DESIGN
CONTACT: CASEY TRUDEAU
POB 1145, CARMEL VALLEY, CA 93924
831-241-1761
CASEYTRUDEAU@REDSHIFT.COM

CIVIL ENGINEER: MH ENGINEERING CO.
CONTACT: HARRY SINGLA
16075 VINEYARD BLVD., MORGAN HILL CA 95037
408-779-7381

SOILS ENGINEER: GEO-LOGIC ASSOCIATES
CONTACT: CHALERM (BEESON) LIANG
16055 CAPUTO DR., ST. D, MORGAN HILL CA 95037
408-778-2818

STRUCTURAL ENGINEER: STRUCTURAL-E INC.
CONTACT: CHRISTIAN LEE
230 6TH ST., PACIFIC GROVE, CA 93950
831-424-9000
STRUCTURALPLANS@GMAIL.COM

LANDSCAPE ARCHITECT: KLA LANDSCAPE ARCHITECTURE AND PLANNING
CONTACT: TOM HOLLOWAY, ASLA
151 N. NORLIN ST., SONORA, CA 95370
209-532-2856

CONTRACTOR: TBD
CONTACT: CALIFORNIA
XXX-XXX-XXX
XXX@XXX.COM
CA LICENSE # XXXXXX

MECHANICAL AND PLUMBING ENGINEER: AXIOM ENGINEERS
CONTACT: SEAN RING
303 POTRERO ST., SUITE 43-108
SANTA CRUZ, CA 95060
831-464-4320

FIRE PROTECTION: AXIOM ENGINEERS
CONTACT: SEAN RING
831-464-4320

ELECTRICAL ENGINEER: AURUM CONSULTING ENGINEERS MONTEREY BAY, INC
CONTACT: FRANK PINEDO
60 GARDEN CT. SUITE 210, MONTEREY, CA 93940
831-646-3330

SOLAR ENGINEER: TBD
CONTACT: TBD
TBD
TBD

SIGNAGE DESIGN: TBD

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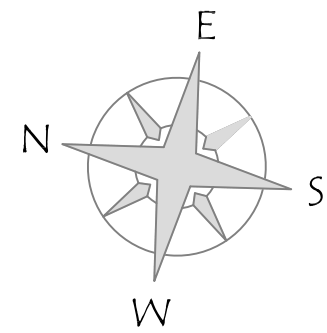
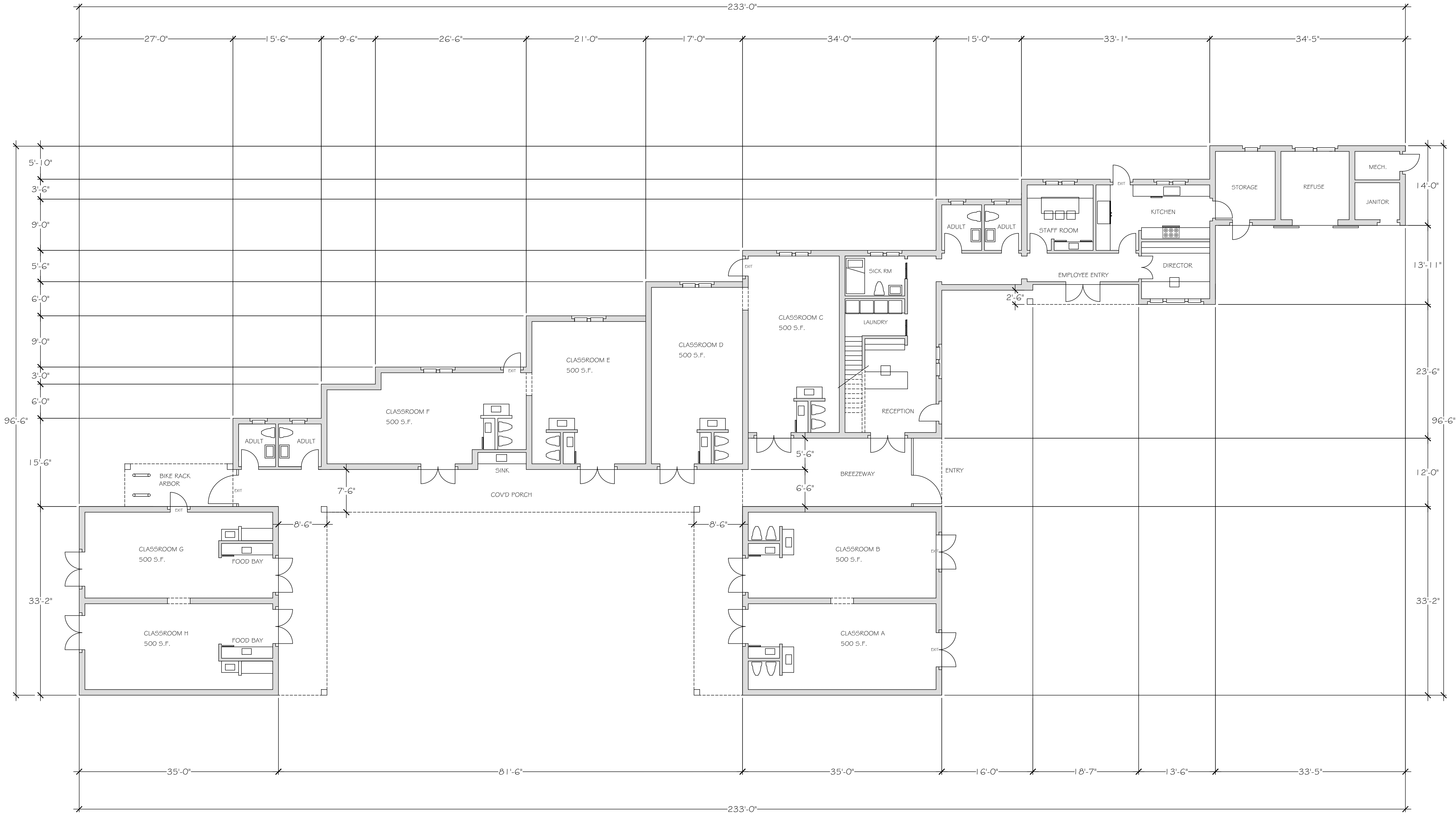
CASEY TRUDEAU DESIGN
P.O. BOX 1145 CARMEL VALLEY, CA 93924
(T) 831-241-1761 (EMAIL) CASEYTRUDEAU@REDSHIFT.COM

SANDHU PROPERTIES
CATALYST KIDS CENTER
A.P.N. 817-30-080
O BARRETT AVE. MORGAN HILL, CA

OWNER:
ATAM SANDHU
1800 SILVERWINGS CT.
MORGAN HILL, CA 95037
(T) 408-406-3158
(E) ATAMSANDHU@YAHOO.COM

REVISIONS		
NO.	DESCRIPTION	DATE
ISSUE DATE: SEPTEMBER 2021		
SCALE: 1/16" = 1'-0"		
SHEET TITLE: SITE PLAN		
SHEET NUMBER:		

A1



FLOOR PLAN

SCALE: 1/8" = 1'-0"

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REVISIONS		
NO.	DESCRIPTION	DATE

ISSUE DATE: SEPTEMBER 2021

SCALE: 1/8" = 1'-0"

SHEET TITLE: FLOOR PLAN

SHEET NUMBER:

A2

Plant Photos

Trees



Acacia stenophylla



Cercidium x 'Desert Museum'



Chilopsis linearis



Phoenix dactylifera

Shrubs and Groundcover



Agave x 'Blue Flame'



Agave x 'Blue Glow'



Dasylirion wheeleri



Echium candicans



Hesperaloe parviflora 'Brakelights'



Cotoneaster dammeri 'Lowfast'



Festuca glauca



Lantana x 'New Gold'



Senecio mandraliscae

Boulders



Bouquet Canyon Boulders

Decomposed Granite



Tan Stabilized Decomposed Granite

Cobble

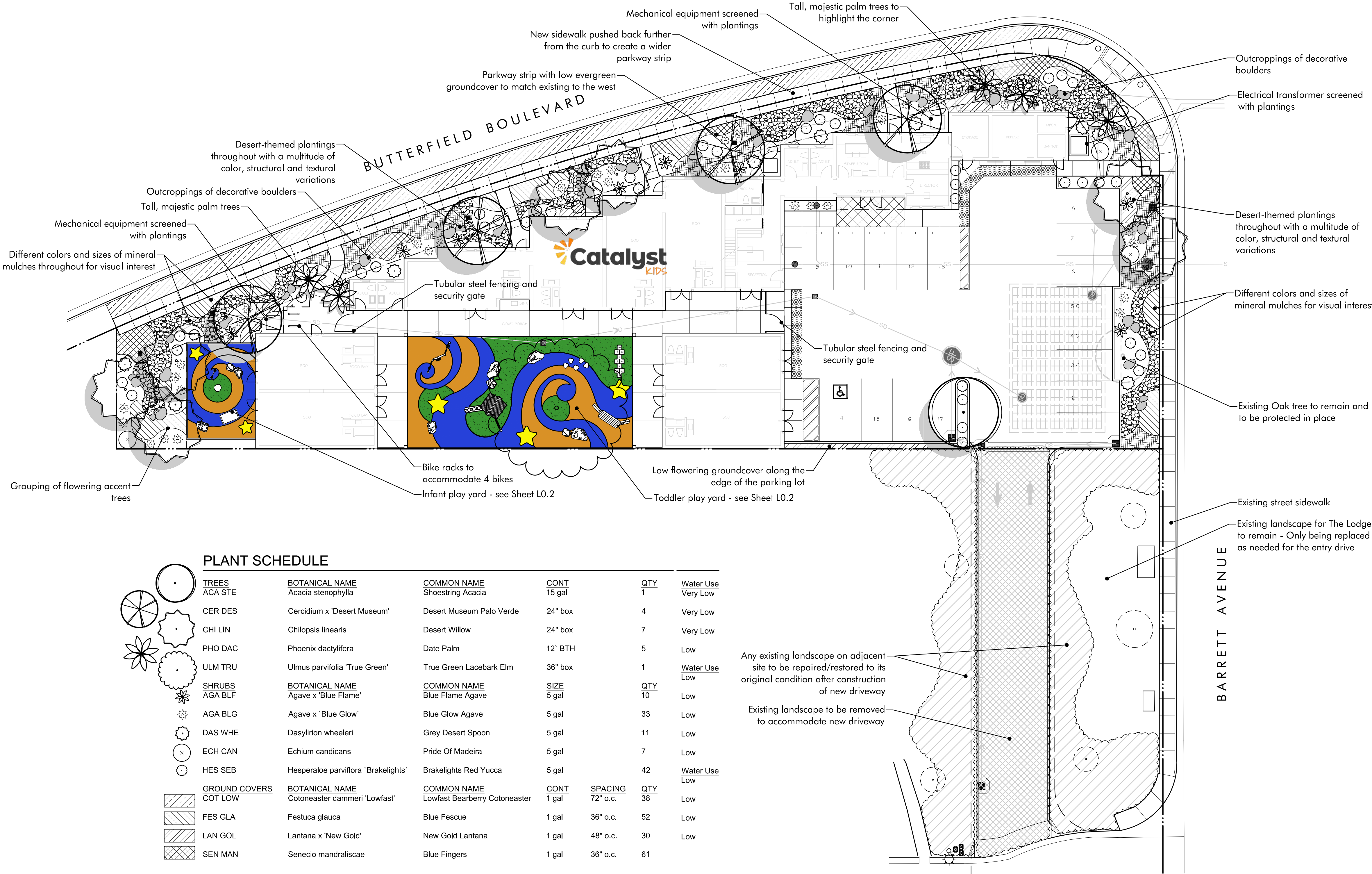


Noiya Cobblestone

Aggregate Mulch



3/8" California Gold



PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	QTY	Water Use
ACA STE	Acacia stenophylla	Shoestring Acacia	15 gal	1	Very Low
CER DES	Cercidium x 'Desert Museum'	Desert Museum Palo Verde	24" box	4	Very Low
CHI LIN	Chilopsis linearis	Desert Willow	24" box	7	Very Low
PHO DAC	Phoenix dactylifera	Date Palm	12" BTH	5	Low
ULM TRU	Ulmus parvifolia 'True Green'	True Green Lacebark Elm	36" box	1	Water Use Low
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	QTY	Water Use
AGA BLF	Agave x 'Blue Flame'	Blue Flame Agave	5 gal	10	Low
AGA BLG	Agave x 'Blue Glow'	Blue Glow Agave	5 gal	33	Low
DAS WHE	Dasylirion wheeleri	Grey Desert Spoon	5 gal	11	Low
ECH CAN	Echium candicans	Pride Of Madeira	5 gal	7	Low
HES SEB	Hesperaloe parviflora 'Brakelights'	Brakelights Red Yucca	5 gal	42	Water Use Low
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT	SPACING	QTY
COT LOW	Cotoneaster dammeri 'Lowfast'	Lowfast Bearberry Cotoneaster	1 gal	72" o.c.	38
FES GLA	Festuca glauca	Blue Fescue	1 gal	36" o.c.	52
LAN GOL	Lantana x 'New Gold'	New Gold Lantana	1 gal	48" o.c.	30
SEN MAN	Senecio mandraliscae	Blue Fingers	1 gal	36" o.c.	61

This plan represents the design style and theme of the landscape design and planting. These plans are preliminary and may change through the design process. The final planting plan may not contain all of the above plants in the sizes as shown. Additionally, some new plant species may be used in the final design. This plan does, however, indicate the quantity of trees and the overall level of landscape development that will be carried through with the final design.

Final landscape design shall meet City of Morgan Hill codes and requirements as well as Project Specific Conditions of Approval. Final design is subject to approval through the building permit review process.

Misc. Landscape Materials and Mulches

All shrub and groundcover areas to be top-dressed with a 3" layer of 3/8" California Gold aggregate mulch

6" layer of 2"-4" diameter Noiya cobblestone over commercial-grade weed barrier fabric

3" layer of tan stabilized decomposed granite

Cobble and DG edging to be Dura-Edge 3/16" x 4" brown steel edging by JD Russell Co.

Various sizes of Bouquet Canyon boulders, partially buried so as to appear as natural outcroppings

Landscape Design Concept

The landscape design concept for the Catalyst Kids is to provide an inviting and functional space for visitors and employees to enjoy. The site has been designed to keep the safety of children as the number one goal.

The landscape features a desert theme, with a tapestry of colors and textures that will complement the building architecture and surrounding site. Boulder outcroppings in tandem with multiple different types of mineral mulch reinforce the desert theme.

In addition to the aesthetic elements of the design, the landscape is comprised of 100% low-water-use, hardy plant materials that perform well in the climate of the South Bay Area, while meeting the City of Morgan Hill's Water Efficient Landscape Ordinance (WELo).

Landscape Irrigation

The site will be irrigated using a fully automatic system designed to meet the City of Morgan Hill's Water Efficient Landscape Ordinance (WELo). The system will be on a dedicated irrigation water service and meter with a backflow prevention device to meet local building codes. The irrigation system will be comprised of point-source drip irrigation for the shrub and groundcover areas, with separately-zoned deep root bubblers for the trees. A Smart controller will operate the system in tandem with a weather sensor that will automatically adjust the irrigation scheduling based on current weather conditions and will suspend watering during rain events.

A complete irrigation design showing all irrigation equipment, model numbers, placement and installation details will be provided with the construction documents.

WELo Water Use Calculations

The following calculations represent the intended hydrozones and water usage as designed with this Preliminary Landscape Plan. As we move through the design process we anticipate minor adjustments/revisions of these calculations. However, compliance with WELo code requirements will always remain.

ETO for Morgan Hill 49.5		Water Use	Plant Factor	Hydrozone Area	%	Type of Irrigation	Irrigation Efficiency	ETWU
Hydrozone	Type of Plants							
1	Shrubs/Groundcover	Low	0.3	4,567 sf	63.1%	Drip Emitters	.81	51,911.6
2	Trees	Low	0.3	325 sf	4.5%	Bubblers	.81	3,694.2
3	Palm Tree	Low	0.3	125 sf	1.7%	Bubblers	.81	1,420.8
4	Cobble and DG	None	0	2,220 sf	30.7%	None	0	0
TOTAL				7,237 sf				57,026.6 Gallons
Maximum Applied Water Allowance (MAWA)		99,946.6 gallon/year						
Estimated Total Water Usage (ETWU)		57,026.6 gallon/year						
Average Irrigation Efficiency		.87						
ETWU is less than MAWA, therefore water usage as designed exceeds code requirements								

www.kla-ca.com

151 N. Norlin St., Sonoma, CA 95070
(209)532-2856



Revisions	Date	By
△	Modification	

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Catalyst Kids Center
Butterfield Blvd. and Barrett Ave.
Morgan Hill, CA

Atam Sandhu
1800 Silverwurt Court
Morgan Hill, CA 95037
(408) 406-3158

The original size of this drawing is 24" x 36". If the plan is a different size than 24x36 do not scale off of the drawing.

Preliminary
Landscape
Plan

Scale:

1/16" = 1'-0"

Date:
February 4, 2022

Drawn/Checked:
NAB / JKA

Project No.:
21-2319

Sheet Number:

L0.1





HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: April 1, 2022
To: Nick Pappani, Raney Planning & Management
From: Robert Del Rio, T.E., Luis Descanzo
Subject: Trip Generation and Operations Analysis for the Proposed Catalyst Kids Center Development in Morgan Hill, California

Hexagon Transportation Consultants, Inc. has completed a trip generation and operations analysis for the proposed Catalyst Kids Center development project located at 0 Barrett Avenue (APN 817-30-080) in Morgan Hill, California (see Figure 1). The project as proposed would consist of an 8,420 square foot (s.f.) daycare center to serve up to 100 children. Vehicular access would be provided via a proposed access easement to an existing driveway located at the north approach of the Caputo Drive/Barrett Avenue intersection. No improvements to the existing driveway are proposed. The methodology, results, and recommendations of the analysis are discussed below.

Scope of Study

The current General Plan, *Morgan Hill 2035 General Plan*, adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, this traffic operations analysis which includes a peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The traffic operations analysis supplements the California Environmental Quality Act (CEQA) required VMT analysis provided in a separate memorandum. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The purposes of the trip generation and operations analysis is to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project and to determine whether a comprehensive traffic study is required for the proposed project. The analysis consists of an estimation of project trip generation and evaluation peak-hour intersection level of service analysis at intersections in the immediate vicinity of the project site. Traffic conditions were evaluated for the scenarios listed below.

Existing Conditions. Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were represented by traffic counts collected in March 2022 at the study intersections.

Existing Plus Project Conditions. Existing plus project peak-hour traffic volumes were estimated by adding to the existing traffic volumes the additional traffic that would be generated by the proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects of the proposed project on existing traffic conditions.

Year 2025 Cumulative Conditions. Year 2025 Cumulative conditions represent future traffic volumes on the future transportation network. Year 2025 Cumulative conditions include traffic

Figure 1
Site Location

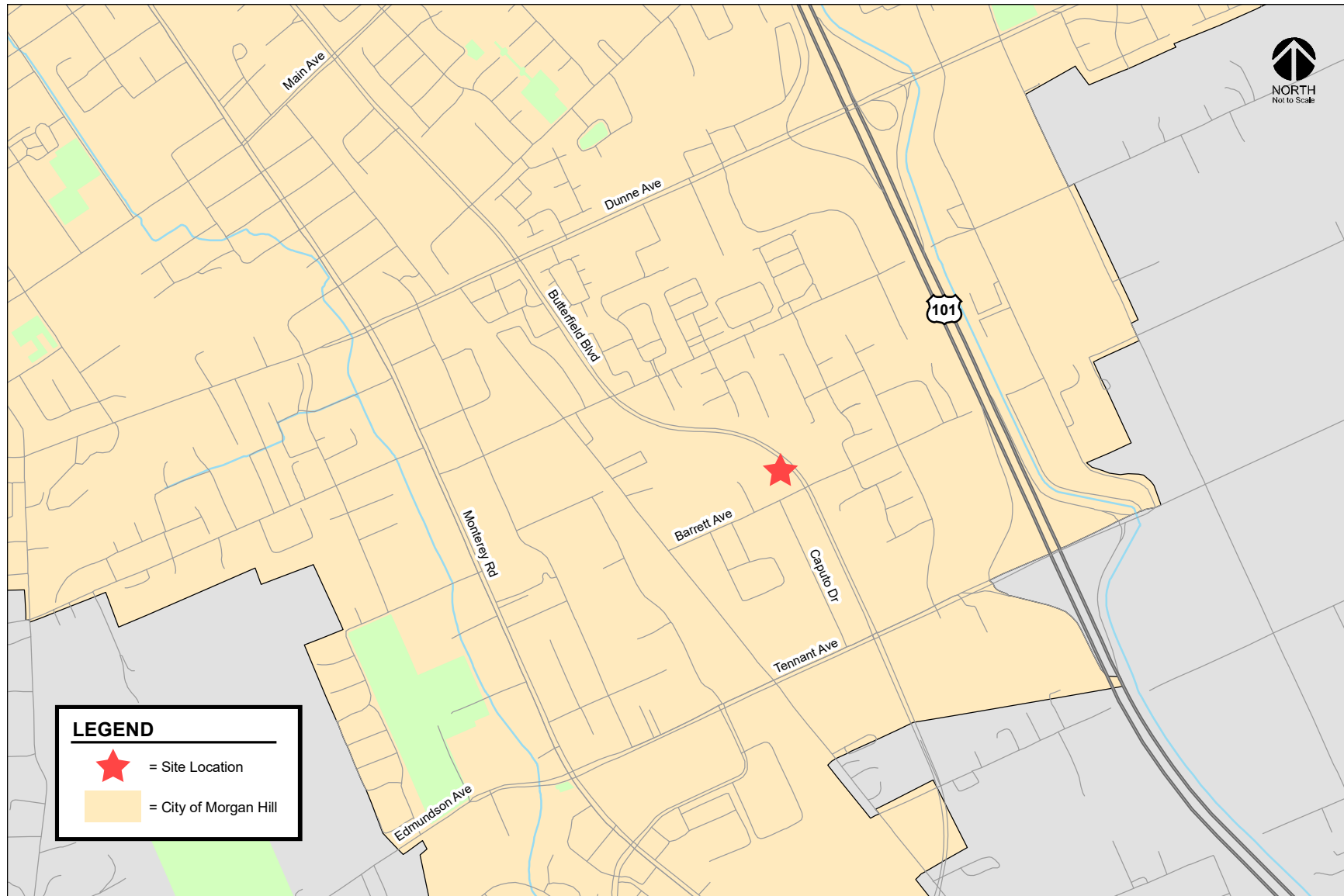
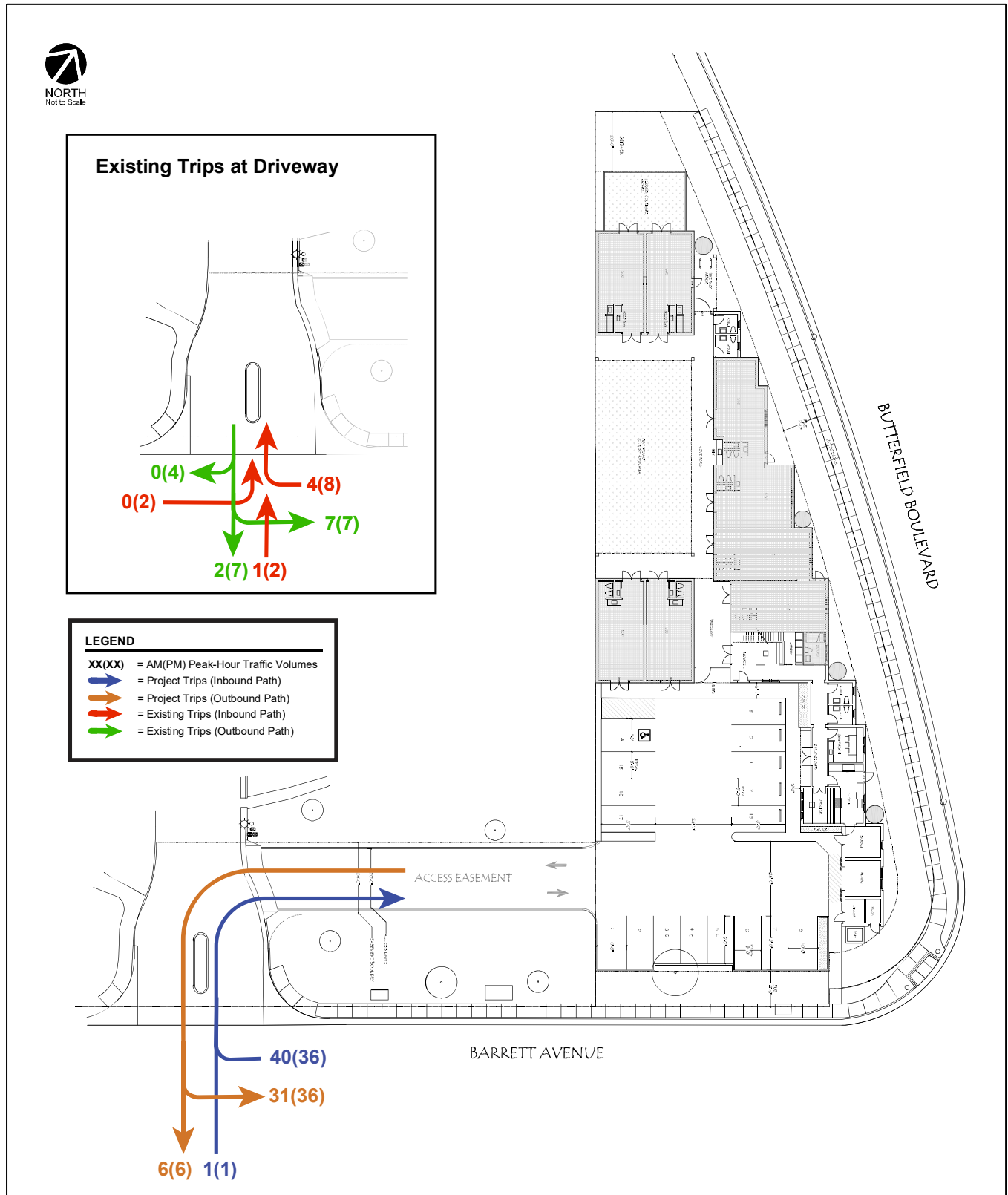


Figure 2
Site Plan and Project Trips at Driveway



growth projected to occur in the Year 2025 without the proposed project, including the proposed Lillian Commons (Rosewood) medical campus facility.

Year 2025 Cumulative with Project Conditions. Year 2025 Cumulative with project conditions consists of Year 2025 Cumulative traffic conditions with the addition of project traffic.

Project Trip Generation Estimates and Assignment

In determining the project trip generation, the magnitude of traffic entering and existing the site is estimated for the AM and PM peak hours. Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition (2017)*. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. Trip generation rates for "Day Care Center" (ITE Land Use 565) were used to estimate the trips generated by the proposed daycare facility. Based on the trip generation rates and the project size, it is estimated that the proposed daycare center will generate 78 new vehicle trips (41 inbound and 37 outbound) during the AM peak hour and 79 vehicle trips (37 inbound and 42 outbound) during the PM peak hour (see Table 1).

Table 1
Trip Generation Summary

Land Use	ITE Land Use Code ¹	Size	Daily		AM Peak Hour						PM Peak Hour					
			Rate	Trip	Pk-Hr Rate	Split		Trip		Total	Pk-Hr Rate	Split		Trip		Total
						In	Out	In	Out			In	Out	In	Out	
Proposed Land Use																
Day Care Center	565	100 children	4.09	409	0.78	53%	47%	41	37	78	0.79	47%	53%	37	42	79
Notes: ¹ Source: ITE <i>Trip Generation Manual</i> , 11th Edition 2021.																

The directional distribution of site-generated traffic to and from the project site was estimated based on the existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, freeway access points, and the locations of complimentary land uses. The peak-hour project trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern. The project trip distribution pattern and assignment of project trips at the study intersections under existing plus project conditions are shown on Figure 3.

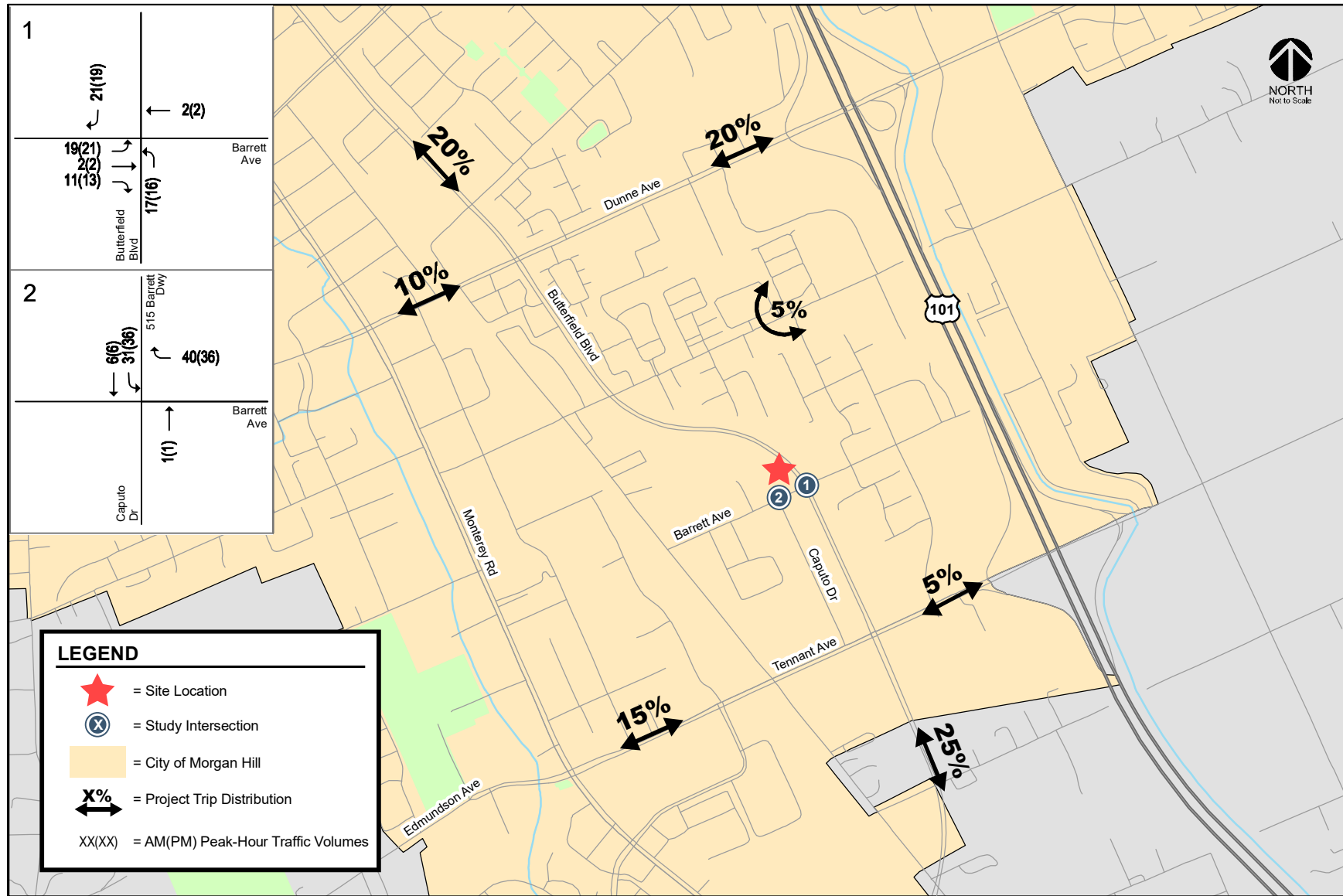
Intersection Level of Service Analysis

Traffic conditions at the intersection of Butterfield Boulevard/Barret Avenue and Caputo Drive/Barrett Avenue were analyzed for the weekday AM and PM peak hours of traffic. Other intersections in the project area were not studied because the addition of project trips will be minimal, less than 10 peak hour trips per lane. The weekday AM peak hour of traffic generally falls within the 7:00 AM to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 PM to 6:00 PM period. It is during these times that the most congested traffic conditions occur on a typical weekday.

Signalized Intersection Analysis

Signalized study intersections are subject to the City of Morgan Hill's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized

Figure 3
Project Trip Distribution and Project Trip Assignment



intersections operations based on average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
 - Main Avenue and Del Monte Avenue
 - Main Avenue and Depot Street
 - Dunne Avenue and Del Monte Avenue
 - Dunne Avenue and Monterey Avenue
 - Dunne Avenue and Church Street
 - Dunne Avenue and Depot Street
 - Cochrane Road and Monterey Road
 - Tennant Avenue and Monterey Road
 - Tennant Avenue and Butterfield Boulevard
 - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
 - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
 - Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse effect on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under no project conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the 2000 HCM methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the 2000 HCM methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The City uses a minimum acceptable level of service standard of LOS D for unsignalized intersections, in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Level of Service Results

The results of the intersection level of service analysis show that the study intersections of Butterfield Boulevard/Barret Avenue and Caputo Drive/Barrett Avenue currently operate and are projected to continue to operate at an acceptable LOS B or better conditions under Year 2025 Cumulative conditions, and the addition of project traffic would not result in the degradation of the study intersections' levels of service during the AM and PM peak hours. Additionally, peak-hour volumes at the unsignalized intersection of Caputo Drive/Barrett Avenue would not meet signal warrant thresholds.

Based on the results of the intersection level of service analysis, the project would not have an adverse effect on operations at the study intersections. The results of level of service analysis are summarized in Table 2.

Site Access

The evaluation of site access is based on the site plan prepared by Casey Trudeau Design dated September 2021. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles.

As shown on Figure 2, vehicular access to the project site would be provided via a proposed access easement to an existing driveway located at the north approach of the Caputo Drive/Barrett Avenue intersection. No improvements to the existing driveway are proposed.

Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 41 inbound trips (AM peak-hour) and 42 outbound trips (PM peak-hour) would enter and exit the site. Figure 2 shows the estimated project trips at the project driveway, as well as existing traffic based on turning movement counts collected on March 22, 2022. Based on the relatively low traffic volumes on Barrett Avenue and at the existing driveway, operational issues are not expected to occur at the proposed shared driveway.

Table 2
Intersection Level of Service Summary

Int. #	Intersection	Existing Control	Year 2025 Control	LOS Standard	Peak Hour	Count Date	Existing			Existing + Project					2025 Cumulative No Project			2025 Cumulative Plus Project				
							Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Barrett Avenue and Butterfield Boulevard	Signal	Signal	D	AM	03/22/22	--	10.9	B	--	11.2	B	0.0	0.000	--	12.9	B	--	13.1	B	0.0	0.000
					PM	03/22/22	--	9.9	A	--	10.3	B	0.3	0.014	--	11.5	B	--	11.7	B	0.2	0.011
2	Caputo Drive/515 Barrett Ave Driveway and Barrett Avenue	TWSC	TWSC	D	AM	03/22/22	No	9.4	A	No	9.7	A	N/A	N/A	No	9.7	A	No	10.1	B	N/A	N/A
					PM	03/22/22	No	9.5	A	No	10.0	A	N/A	N/A	No	9.8	A	No	10.5	B	N/A	N/A
Notes: ¹ The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.																						

Sight Distance

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Barrett Avenue. Landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is most often the stopping sight distance.

Barrett Avenue has a posted speed limit of 30 mph. For a design speed of 30 mph, the recommended Caltrans' stopping sight distance is 200 feet. Based on the project site plan and observations in the field, the proposed shared driveway has adequate sight distance along westbound and eastbound Barrett Avenue.

On-Site Circulation

The project proposes to install a 20-foot wide access easement drive aisle, approximately 50 feet north of the existing driveway on Barrett Avenue. The easement drive aisle would lead to a surface parking lot with space for 17 vehicles. Drive aisles within the parking lot would measure at least 25 feet wide. It should be noted that the parking lot does not have looped drive aisles. Therefore, all entering vehicles must park or turn around within the drive aisles to exit the parking lot.

Passenger loading areas (for drop-off and pick-up) are not indicated on the site plan. Therefore, it is expected that parents will park and accompany their child into and out of classrooms. Based on the trip generation, it is estimated that approximately 41 inbound vehicles will enter during the AM peak-hour. Excessive queueing on-site is not anticipated, assuming that arrivals are spread throughout the AM drop-off period and that most parents will not stay after dropping-off their child. In the event that the parking lot becomes temporarily full, the easement drive aisle would have space for approximately 5 vehicles before the queue reaches the shared driveway.

To ensure that parents are able to park and depart parking spaces, the daycare center should place staff along the easement drive aisle to facilitate entry and exit of the parking lot during peak drop-off/pick-up periods. Ideally staff at the drive aisle would communicate with staff within the facility as parents arrive to efficiently manage the drop-off/pick-up operations. The use of staff during peak drop-off/pick-up periods also would minimize queues that may extend out of the easement drive aisle and block the Barrett Avenue drive aisle.

Given the limited number of parking spaces, the daycare also should consider staggered drop-off/pick-up times to minimize the number of vehicles on-site. An example of a staggered schedule would require half of the student body to be dropped off/picked-up 20 minutes ahead of the other half of the student body.

Transit, Pedestrian, and Bicycle Facility Evaluation

The nearest VTA bus routes in the project area run along Monterey Road. Frequent Route 68 and Rapid Route 568 (Gilroy Transit Center to San Jose Diridon Transit Center) serve bus stops at the intersection of Monterey Avenue and Tennant Avenue, approximately 0.9-mile walking distance from the project site.

In the vicinity of the project site, there are sidewalks along most roadways and crosswalks provided at signalized intersections. There are missing sidewalks along Barrett Avenue located west of the project site. However, the area west of the project site consists of only industrial uses.

There are bike lanes in the project area along Butterfield Boulevard (including along the project frontage), Tennant Avenue, and Monterey Road. The project is not expected to generate a significant amount of bicycle trips. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Traffic Study Requirements

The need for the preparation of a comprehensive traffic impact analysis for a particular development is based on its estimated trip generation and its effect on surrounding transportation facilities. The City of Morgan Hill requires the completion of a full traffic impact analysis if one of the following criteria are met:

1. Generates 100 or more net new peak hour trips; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Net new peak hour trips are defined as the number of trips generated by the proposed development minus trips generated by existing development on the project site. (This threshold is consistent with the Valley Transportation Authority (VTA) policy.)
2. Adds 50 to 99 net new peak hour trips to the roadway system where nearby intersections are currently operating at or below the City's LOS standard, or projected to operate at or below the City's LOS standard with traffic added by approved developments; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Adjacent or nearby intersections are defined as intersections to which the proposed development or proposed land use change adds 10 or more vehicle peak hour trips per lane.
3. Creates a transportation issue that City staff requests to have analyzed.

The proposed project will result in the addition of 78 net new AM peak-hour trips and 79 net new PM peak-hour trips to the roadway system under existing plus project conditions.

The results of the intersection level of service analysis show that the two study intersections are currently operating at better than the City's LOS standard and the addition of project traffic would not result in the degradation of the study intersections' levels of service during the AM and PM peak hours.

Therefore, the evaluation of trip generation and intersection operations concludes that the proposed project will not result in an adverse effect on operations to intersections in the project area and is consistent with the *Morgan Hill 2035 General Plan* goals and policies. However, City staff ultimately determines the need for traffic studies for new developments.

City of Morgan Hill
Development Services Department



Catalyst Kids Center Project
Categorical Exemption Memorandum

May 2022

Prepared by



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Appendix A: Trip Generation and Operations Analysis
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A. INTRODUCTION AND SUMMARY

In July 2016, the City of Morgan Hill adopted the 2035 General Plan¹ and certified an associated Environmental Impact Report (EIR) for the updated General Plan.² The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the California Environmental Quality Act (CEQA) Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 *et seq.*). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan.

Section 21084 of the Public Resources Code (PRC) requires the CEQA Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. In response to that mandate, the Secretary of the Natural Resources Agency has found that several classes of projects listed in Article 19 do not have a significant effect on the environment and, thus, are declared to be categorically exempt from the requirement for the preparation of environmental documents.

The purpose of this Categorical Exemption Memorandum (Memorandum) is to evaluate the Catalyst Kids Center Project (proposed project) to determine whether the proposed project is exempt from review pursuant to CEQA. As will be demonstrated below, the proposed project can be considered exempt from CEQA, consistent with CEQA Guidelines Section 15332, In-Fill Development Projects. None of the exceptions to categorical exemptions identified by CEQA Guidelines Section 15300.2 are applicable to the proposed project.

B. PROJECT DESCRIPTION

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

Project Location and Setting

The 0.6-acre project site is located northwest of the Barrett Avenue/Butterfield Boulevard intersection in the City of Morgan Hill, California (see Figure 1 and Figure 2). The site is identified by Assessor's Parcel Number (APN) 817-30-080. The Morgan Hill General Plan designates the site as Commercial and the site is zoned Neighborhood Commercial (CN).

The project site is bound by Butterfield Boulevard to the east and Barrett Avenue to the south. Currently, the site is undeveloped and consists of ruderal grasses and an on-site oak tree. Surrounding existing uses include single-family residences to the north, east, and southeast, across from Butterfield Boulevard and Barrett Avenue; light industrial uses (Paragon Mechanical and C&M Auto Service, Inc.) and a bird food manufacturing use (Morning Bird, Inc.) to the south, across from Barrett Avenue; The Lodge at Morgan Hill senior apartments and an associated parking lot to the west; and a single-family residence, retail shop (Drift Cave Motorsports), senior apartments (The Huntington and Loma Clara Senior Living), and undeveloped land further to the west, across from The Lodge at Morgan Hill.

¹ City of Morgan Hill. *2035 General Plan, City of Morgan Hill*. Adopted July 2016.

² City of Morgan Hill. *Morgan Hill 2035 Final Environmental Impact Report*. Adopted July 2016.

Figure 1
Regional Project Location

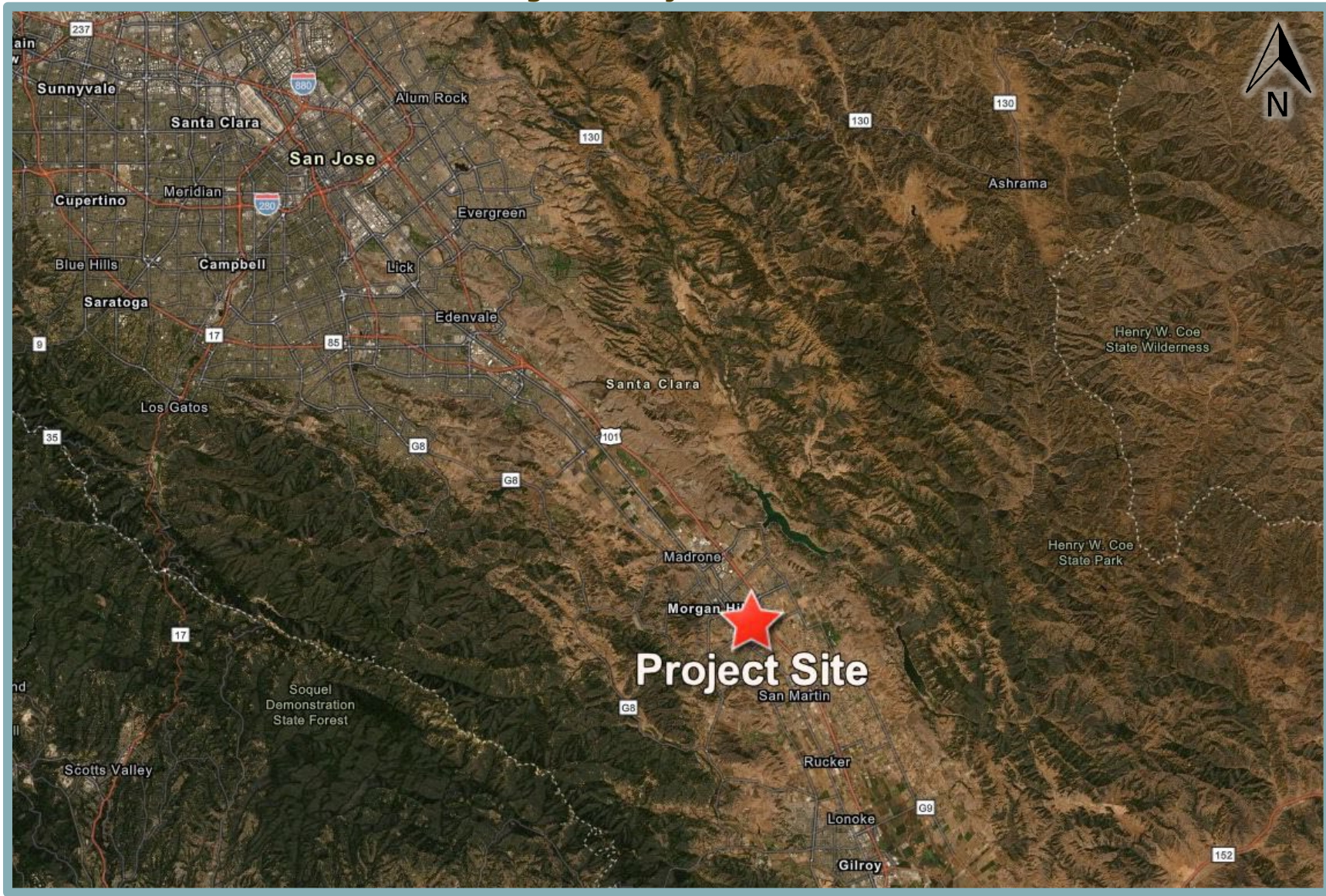
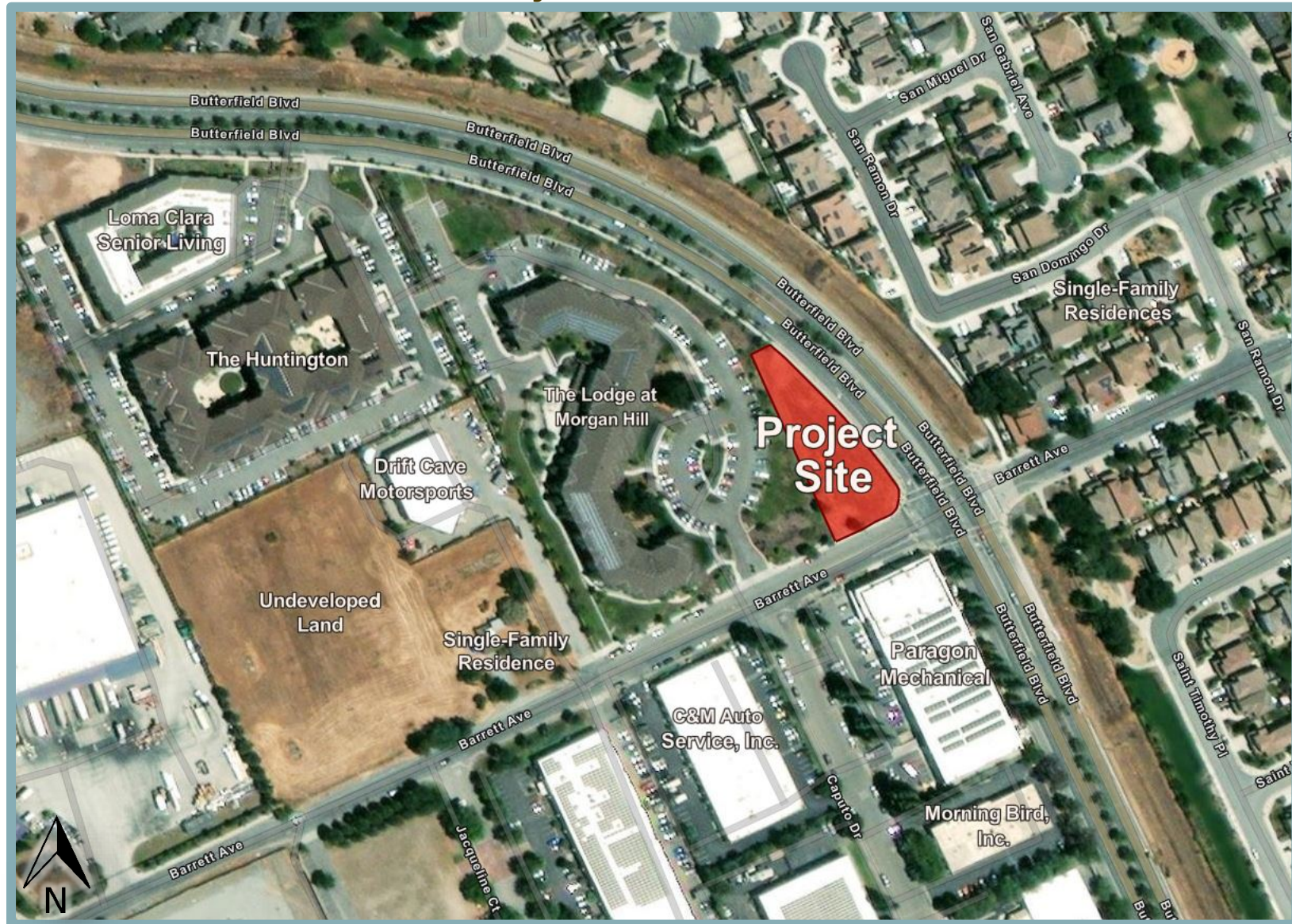


Figure 2
Project Site Boundaries



Project Components

The proposed project would consist of an 8,420-square-foot daycare facility, comprised of three single-story buildings (see Figure 3 and Figure 4). The primary building would feature a north-to-south layout parallel to Butterfield Boulevard, west of the roadway. The applicant is applying for a Minor Exception that will allow utilizing the 12-foot-wide Public Utility Easement (PUE) along Butterfield Boulevard as the building setback. The primary building would include four 500-square-foot classrooms, a staff room, kitchen, reception area, storage, laundry room, sickroom, and bathrooms. An internal trash enclosure would be constructed in the southern portion of the primary building and would be shielded from motorists, bicyclists, and/or pedestrians traveling past the project site. The remaining buildings would be located west of the primary building; and each would consist of two 500-square-foot classrooms. The buildings would not exceed the maximum allowed height of 30 feet, as the maximum proposed building height is 27 feet (see Figure 5).

During project operation, the facility would operate between the hours of 6:30 AM and 6:00 PM. The project would be staffed by 15 employees during peak business hours. A maximum of 100 children would be provided daycare services, with each classroom consisting of a maximum of 14 children at one time. Of the eight total classrooms, two would be dedicated to newborn children and the remaining six classrooms would be for children ages five years and older. Drop-off and pick-up times would be individually scheduled by Catalyst Kids to be staggered, to ensure parents and/or legal guardians do not all drop off and pick up children at the same time.

The proposed project would include two recreation areas (see Figure 6). First, a 2,075-square-foot outdoor toddler playground would be located in a central courtyard, between the buildings. The playground would be equipped with various children's recreational features, including faux boulders for climbing and sitting, hopscotch, learning play panel, theater and music cottage, play and learn college, and balance posts. The ground would be overlain with rubber safety surfacing and synthetic turf. A large canopy shade tree would be planted in a central area of the playground. Security fencing would be installed along the playground's western perimeter, composed of tubular steel rails and standing six feet high. Secondly, an infant playground would be located north of the northernmost building and consist of a toddler pull-up bar, faux boulders, a faux tree, and a log crawl tunnel. Similar to the toddler playground, the infant playground would be overlain with rubber safety surfacing and rubber turf and would feature security fencing. Combined between the two playgrounds, a total of 170 linear feet of security fencing would be installed.

Parking, Access, and Circulation

Access to the project site would be provided by way of an existing 24-foot-wide access easement west of the site, which connects to the existing private driveway to The Lodge at Morgan Hill parking lot (see Figure 3). From the existing private driveway, which extends north from Barrett Avenue, a new 20-foot-wide private driveway would extend east within the access easement, connecting to a new on-site parking lot. The new driveway would allow for two-way travel for vehicles entering and exiting the project site and would include an attached curb and gutter on each side of the driveway.

The new on-site parking lot would be located west of the primary building and would feature 17 parking stalls, including an Americans with Disabilities Act-compliant parking space at an extended width of 11 feet to accommodate vans.

Figure 3
Site Plan

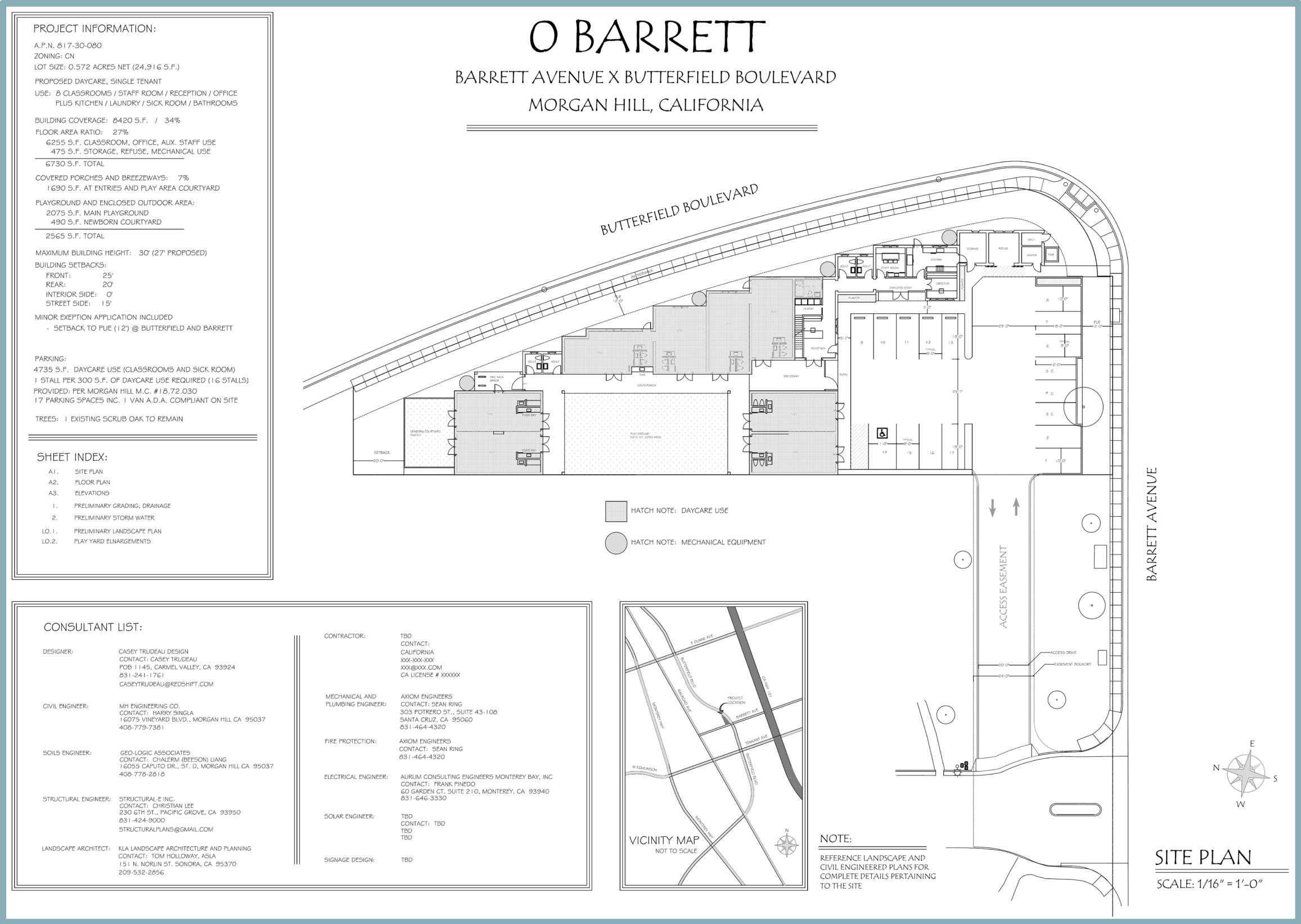


Figure 4
Floor Plan

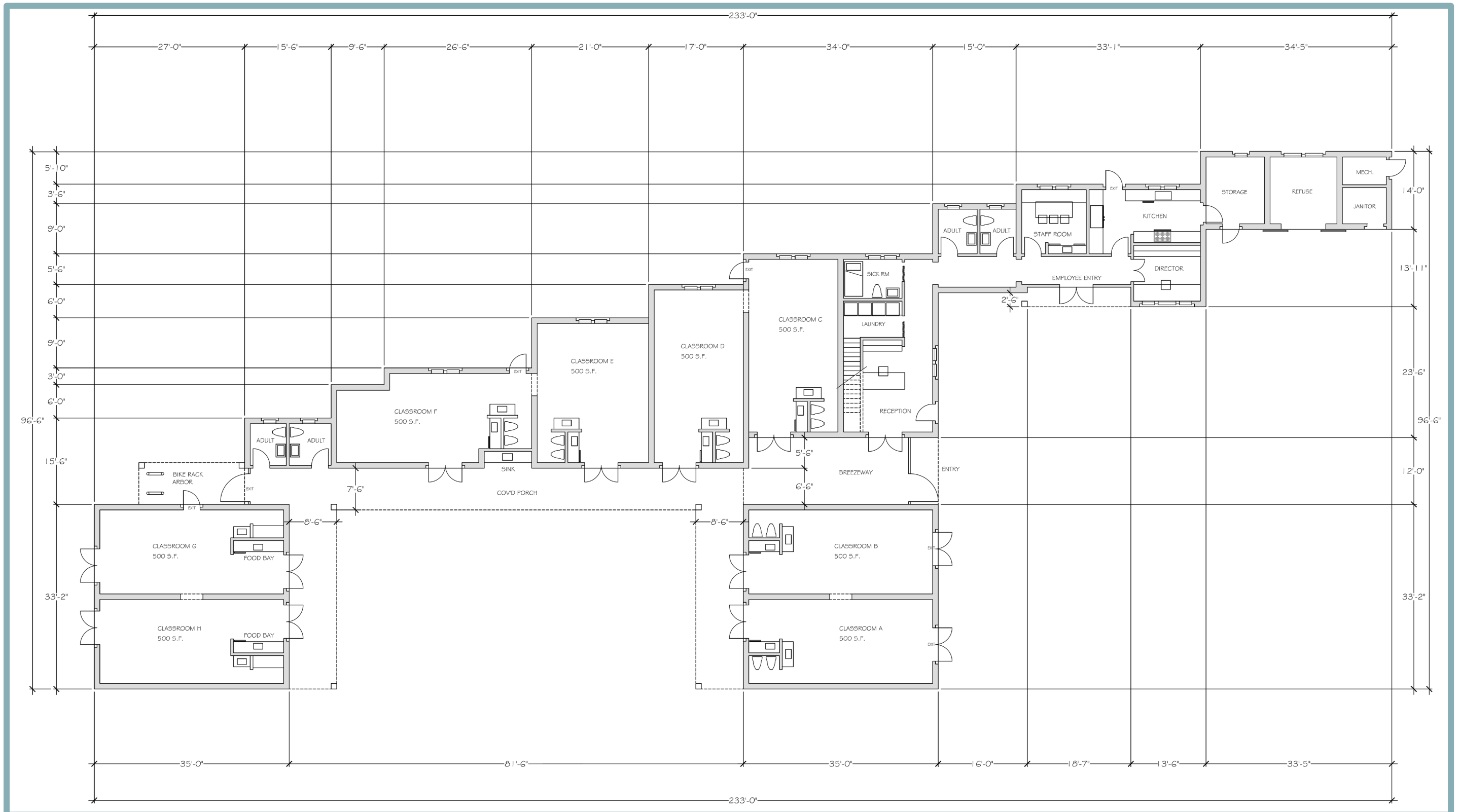
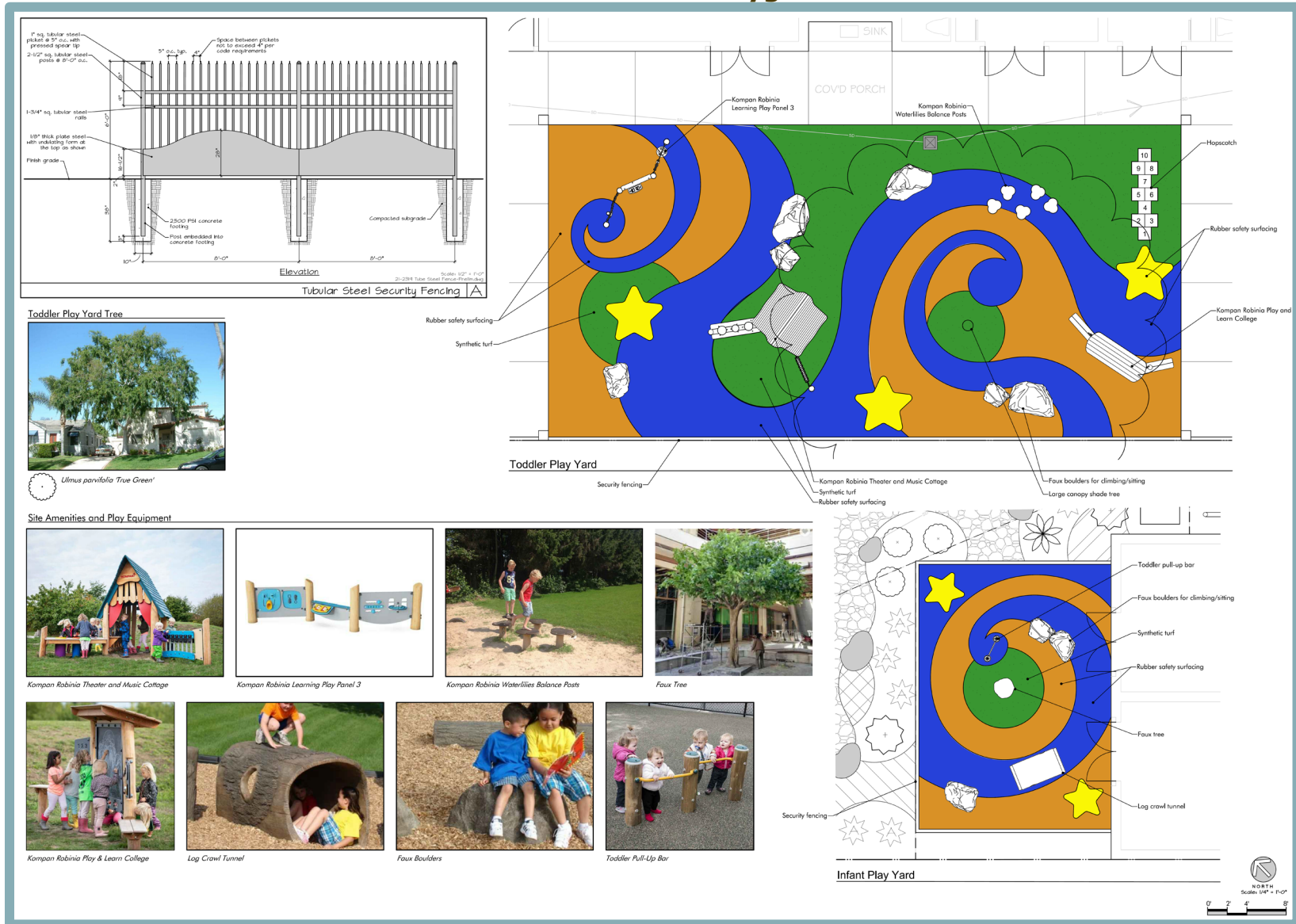


Figure 5
Building Elevations and Heights



Figure 6
Toddler and Infant Playgrounds



Existing five-foot-wide sidewalks are located adjacent to the project site, parallel to the west side of Butterfield Boulevard and north side of Barrett Avenue. The proposed landscaping would require relocation of the sidewalk along Butterfield Boulevard, which would be rebuilt. The sidewalk along Barrett Avenue would be maintained. Internal pedestrian circulation would be provided by the proposed project through new sidewalks located adjacent to the northern and western parking lot boundaries, as well as internal breezeways. Finally, a bike rack would be installed immediately east of the northernmost building

Utilities

Water and sewer service would be provided by the City through connections to the existing 10-inch water main and existing 18-inch sewer main in Barrett Avenue (see Figure 7). The proposed structures would connect to the existing water infrastructure by way of newly installed laterals to the south of the primary building. With respect to sanitary sewer service, a new six-inch sewer line would be extended north into the project site from the existing line in Barrett Avenue, to which the proposed structures would connect.

In addition, the proposed project would include new stormwater facilities to provide water quality treatment and peak management at pre-project levels across two Drainage Management Areas (DMAs) (see Figure 8). DMA-1 would encompass the boundaries of the project site. Within DMA-1, swales would be incorporated in an existing 12-foot-wide public utilities easement located along the existing sidewalks, adjacent to the project site. Runoff would be directed to the swales for preliminary initial treatment, before conveying to new inlets installed within the swales, as well as within the new on-site parking lot and toddler playground. From the inlets, flows would be released to new eight-inch storm drain lines within the site, which would direct flows to a new 48-inch stormwater filter (Contech SFMH48 StormFilter) that would treat the first-flush capture. Treated flows would then be conveyed to a rain tank located beneath the on-site parking lot for further treatment, before percolation into native soils. DMA-2 would encompass the new private driveway and a small portion of the existing driveway entrance. Runoff within DMA-2 would be directed to inlets, which would connect to a new six-inch storm drain line in the driveway that would convey to the stormwater filter, followed by the rain tank. The remaining overflow from the rain tank that does not percolate into soils would be released to the existing 24-inch storm drain line in Barrett Avenue.

Finally, electricity service for the proposed project would be provided by Pacific Gas & Electric Company (PG&E) by way of existing electrical infrastructure in the project vicinity. The project would not use natural gas, as natural gas is prohibited in all new construction, pursuant to Morgan Hill Municipal Code Chapter 15.63.

Landscaping

As shown in Figure 9, the proposed project would include new landscaping within the existing 12-foot-wide public utilities easement adjacent to the sidewalks along Butterfield Boulevard and Barrett Avenue. The landscaping would consist of various sizes of trees (e.g., shoestring acacia, desert museum palo verde, desert willow, date palm, true green lacebark elm) and shrubs (e.g., blue flame agave, blue glow agave, grey desert spoon, pride of madeira, brakelights red yucca), as well as new groundcover (e.g., lowfast bearberry cotoneaster, blue fescue, new gold lantana, blue fingers).

Figure 7
Grading and Utilities Plan

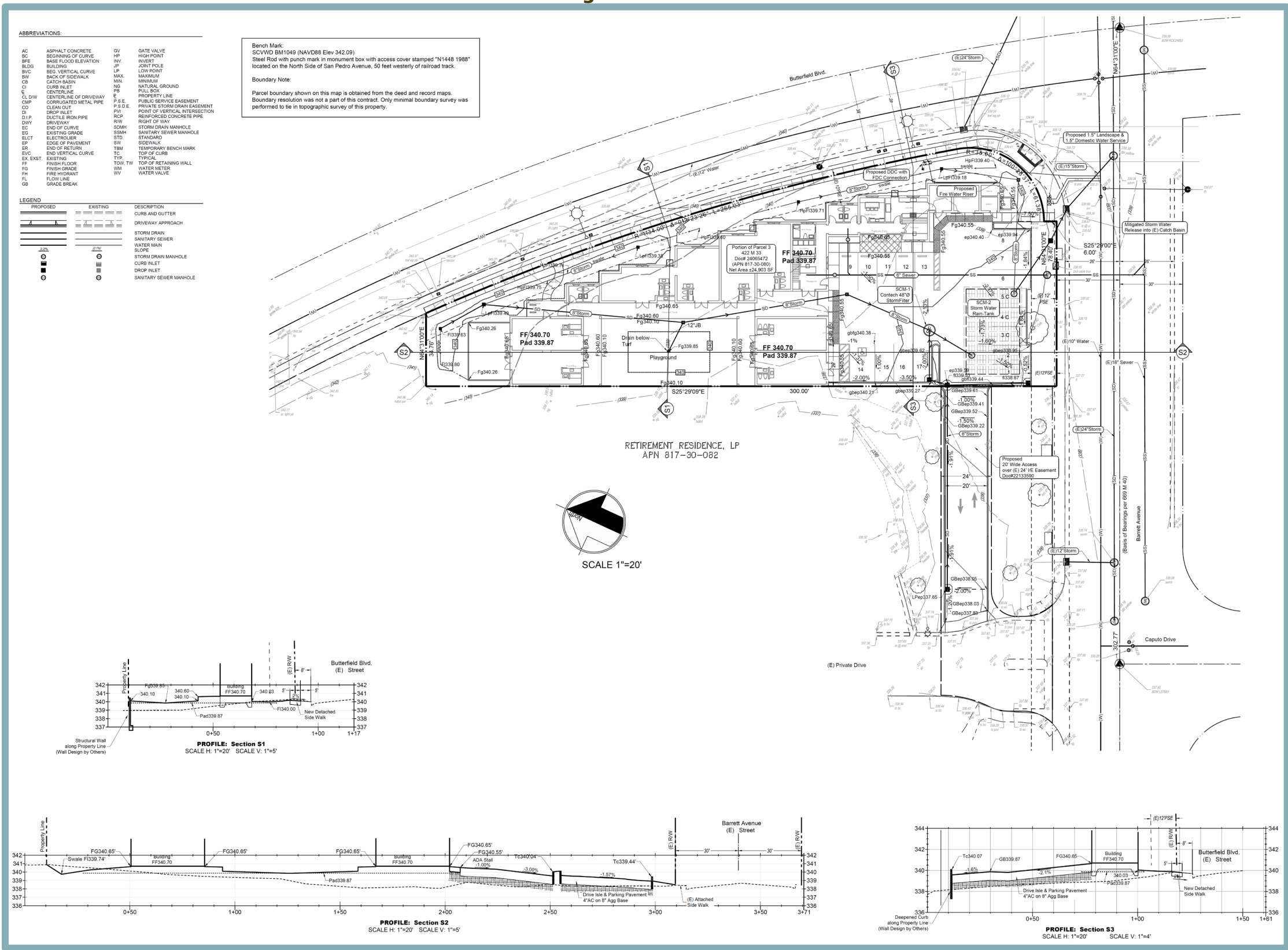


Figure 8 Drainage Plan

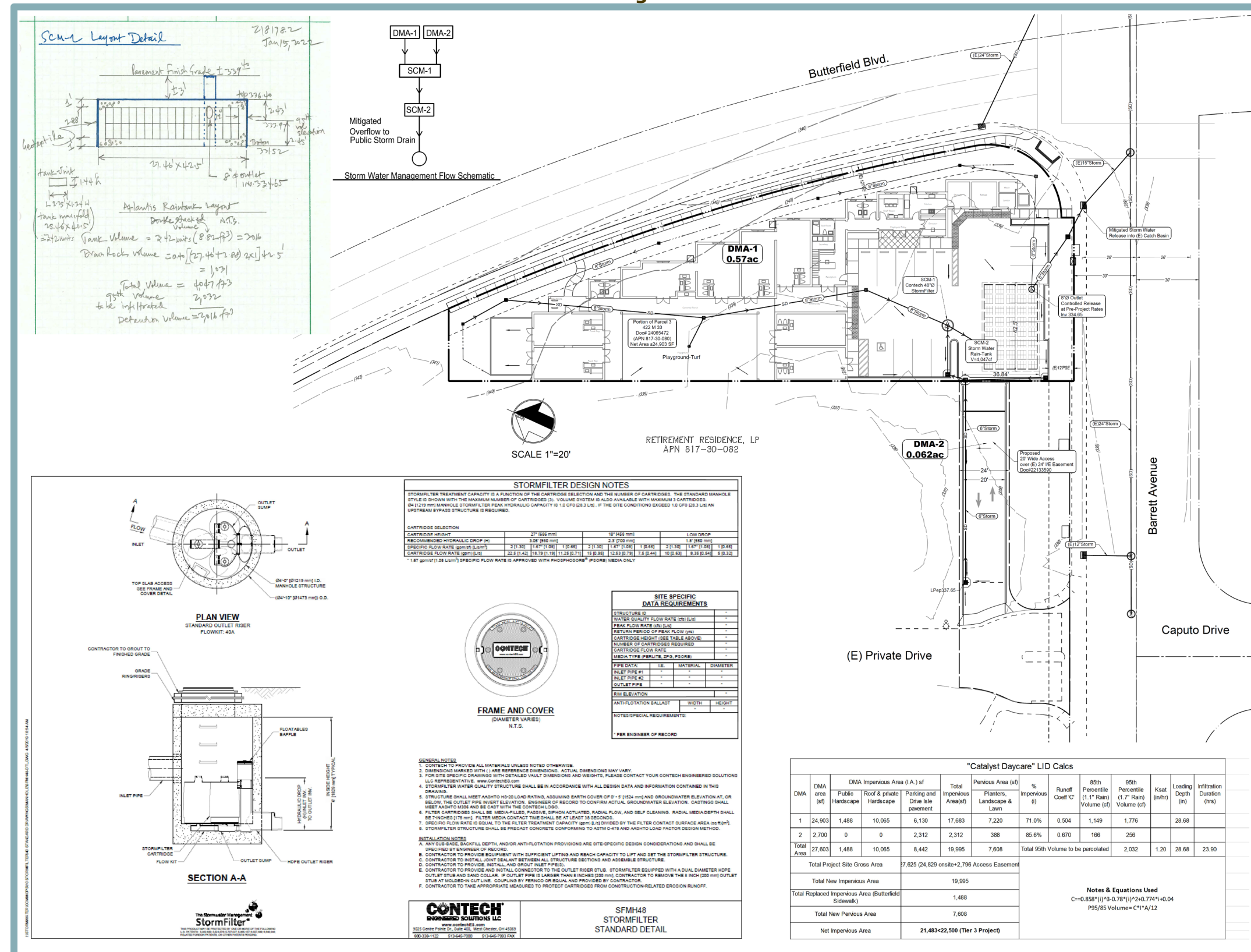
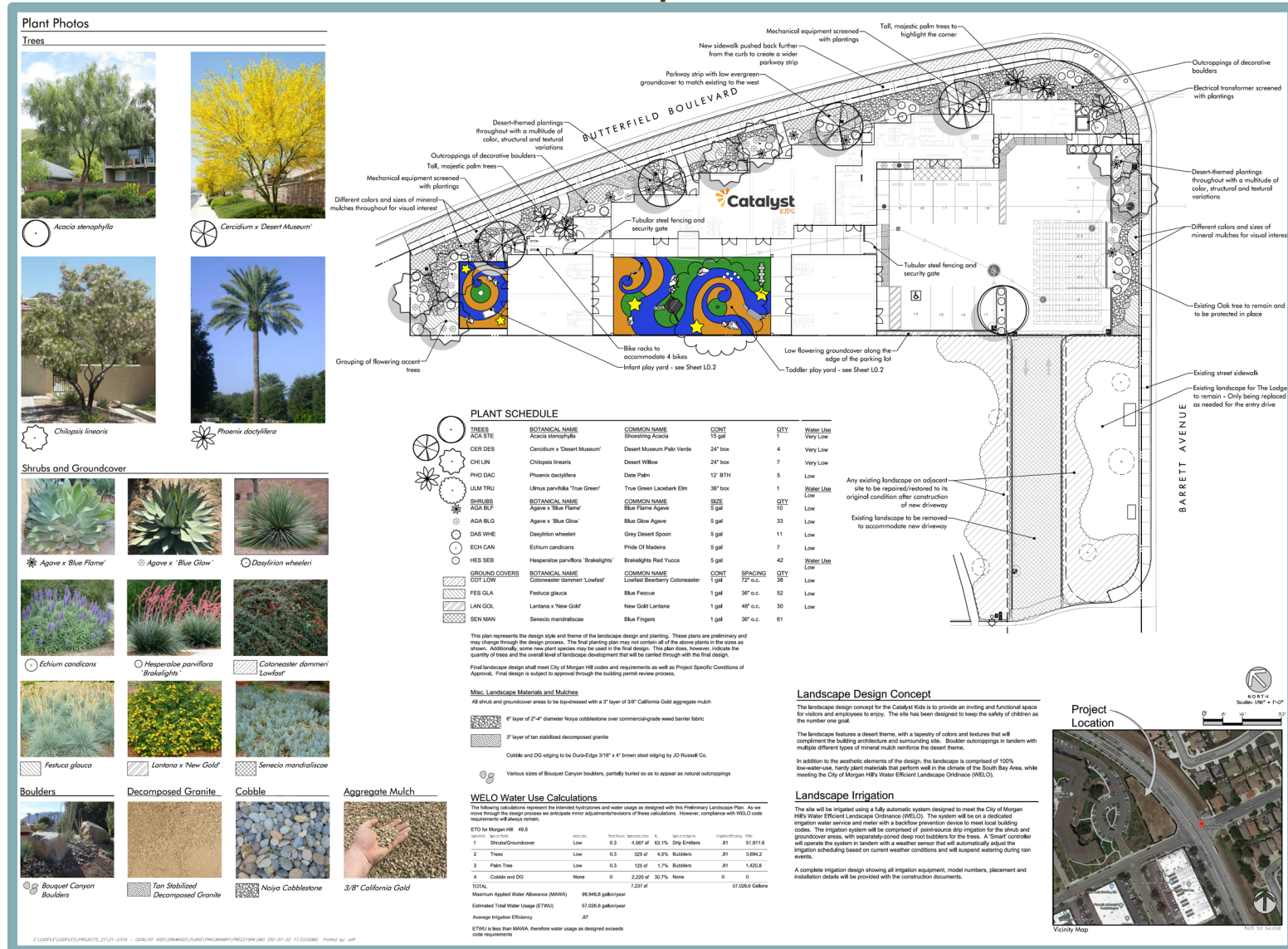


Figure 9
Landscape Plan



All species would be drought-tolerant. The existing landscape for The Lodge at Morgan Hill immediately east of the existing driveway would remain, only being replaced, as needed, to complete construction of the new driveway. Any existing landscape removed to complete the new driveway outside of the driveway's right-of-way (ROW) would be restored to its original condition. Finally, the existing on-site oak tree in the southern portion of the project site would remain.

Requested/Required Entitlements

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

- Conditional Use Permit (CUP); and
- Design Permit.

The project site is zoned CN. Pursuant to Morgan Hill Municipal Code Section 18.24.010, daycare centers are a conditional use within the CN zoning district. Therefore, the proposed project would be subject to the provisions of Morgan Hill Municipal Code Section 18.108.030, which set forth the requirements for obtaining a CUP.

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

C. DISCUSSION

The following section contains substantial evidence showing that the proposed project can be considered exempt from CEQA and is not subject to any of the exceptions set forth in Section 15300.2 of the CEQA Guidelines. As demonstrated in the analysis below, the proposed project qualifies for exemption pursuant to CEQA Guidelines Section 15332, Class 32.

In-Fill Development Project Exemption

Article 19 of the CEQA Guidelines, Sections 15300 through 15333, includes a list of classes of projects that have been determined not to have a significant effect on the environment, and are, therefore, exempt from CEQA. Section 15332 of the CEQA Guidelines provides a categorical exemption for infill development projects that meet the following criteria:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

The applicability of the above criteria to the proposed project is described in the following sections.

Criterion 15332(a): General Plan and Zoning Consistency

The Morgan Hill General Plan designates the site Commercial and the site is zoned CN. The Commercial land use designation is intended to allow a wide range of retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as part of shopping centers, and allows a maximum floor area ratio (FAR) of 0.6 FAR. The proposed daycare center is consistent with the types of uses anticipated for the project site

by the General Plan and would result in a FAR of 0.27 (6,730 square feet of gross floor area/24,916 square feet [0.572 net acres] of buildable land area), below the maximum FAR allowed within the Commercial designation. In addition, the proposed single-story buildings would have a maximum height of 27 feet, consistent with Morgan Hill Municipal Code Section 18.24.030, which sets forth a maximum height of 30 feet or 2.5 stories, whichever is less, for the CN zoning district.

As detailed in Morgan Hill Municipal Code Section 18.24.010, the purpose of the CN zoning district is to provide a location for retail, office, and service uses to serve residents living in surrounding neighborhoods. The proposed project would be consistent with the CN zoning district, which permits daycare centers through approval of a CUP, and would comply with the development standards established for the zone by Section 18.24.030 of the Municipal Code.

The Morgan Hill General Plan uses LOS as the primary metric for evaluating projected operation of the City's roadway system. Thus, Hexagon Transportation Consultants prepared a Trip Generation and Operations Analysis (LOS Analysis) (see Appendix A of this Memorandum) for the purposes of evaluating the proposed project's consistency with the goals and policies set forth in the City's General Plan.³ Prior to the current CEQA Guidelines, which require lead agencies to determine potential transportation impacts based primarily on Vehicle Miles Traveled (VMT), lead agencies used LOS to assess the significance of traffic impacts pursuant to CEQA, with greater levels of congestion considered to be more significant than lesser levels. Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. The purpose of the LOS Analysis prepared for the proposed project is to evaluate the magnitude of traffic that would be added to the roadway system, due to the project, and to determine whether a comprehensive traffic study would be required for the project. The LOS Analysis consists of an estimation of project trip generation and an evaluation of peak-hour LOS at intersections in the immediate vicinity of the project site. Traffic conditions are evaluated for the following scenarios:

- Existing: Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes are represented by traffic counts collected in March 2022 at the study intersections;
- Existing Plus Project: Existing Plus Project peak-hour traffic volumes are estimated by adding the additional traffic that would be generated by the proposed project to the existing traffic volumes. Existing Plus Project conditions are evaluated relative to Existing conditions in order to determine the effects of the proposed project on existing traffic conditions;
- 2025 Cumulative: 2025 Cumulative conditions represent future traffic volumes on the future transportation network. 2025 Cumulative conditions include traffic growth projected to occur in 2025 without the proposed project, including the proposed Lillian Commons (Rosewood) medical campus facility; and
- 2025 Cumulative Plus Project: 2025 Cumulative Plus Project conditions consist of 2025 Cumulative traffic conditions with the addition of project traffic.

Project Trip Generation

The magnitude of traffic entering and exiting a site is estimated for the AM and PM peak hours, as part of determining a project's trip generation. Through empirical research, data has been collected that quantify the amount of traffic produced by many types of land uses. The research

³ Hexagon Transportation Consultants, Inc. *Trip Generation and Operations Analysis for the Proposed Catalyst Kids Center Development in Morgan Hill, California*. April 1, 2022.

is compiled in the ITE *Trip Generation Manual, 10th Edition*. The standard trip generation rates can be applied to help predict future traffic increases that would result from a new development. To evaluate the proposed project, the LOS Analysis uses trip generation rates for “Day Care Center” (ITE Land Use 565) to estimate the trips that would be generated by the proposed daycare center. Based on the trip generation rates and the project size, the proposed project would generate 78 new vehicle trips (41 inbound and 37 outbound) during the AM peak hour and 79 vehicle trips (37 inbound and 42 outbound) during the PM peak hour (see Table 1).

Table 1 Peak Hour Trip Generation Summary										
Land Use	ITE Land Use Code	Size	Daily		Peak Hour Rate	Split		Trip		
			Rate	Trips		In	Out	In	Out	Total
AM Peak Hour										
Day Care Center	565	100 Children	4.09	409	0.78	53%	47%	41	37	78
PM Peak Hour										
Day Care Center	565	100 Children	4.09	409	0.79	47%	53%	37	42	79
Source: Hexagon Transportation Consultants, Inc., 2022.										

The directional distribution of site-generated traffic to and from the project site is estimated based on the existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak hour commute patterns, the location of the project driveways, freeway access points, and the locations of complementary land uses. The peak-hour trips associated with the proposed project are added to the transportation network in accordance with the distribution pattern. The project trip-distribution pattern and assignment of project trips at the study intersections under Existing Plus Project conditions are shown in Figure 10.

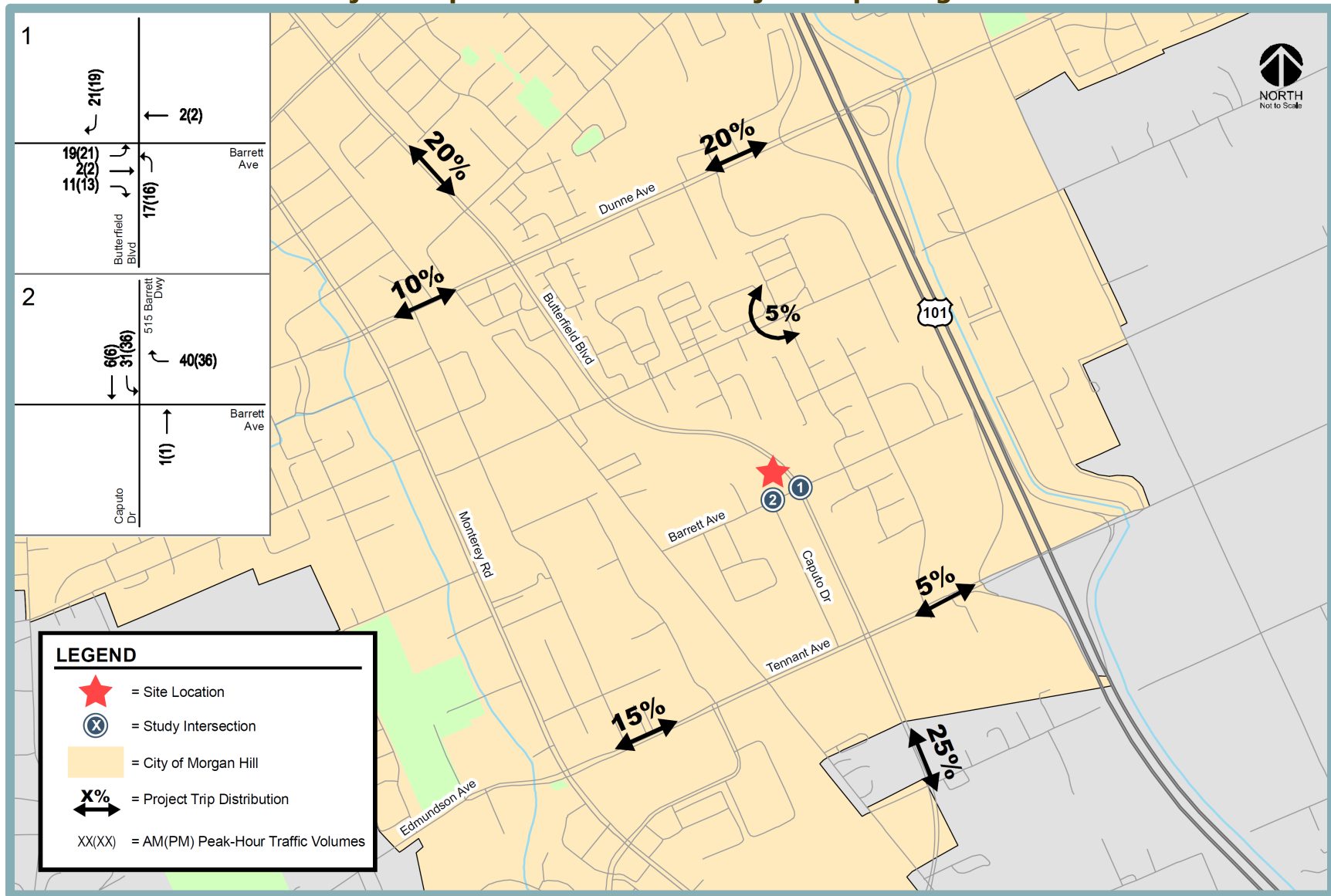
With respect to study intersections, the LOS Analysis evaluates traffic conditions at the Butterfield Boulevard/Barret Avenue and Caputo Drive/Barrett Avenue intersections for the weekday AM and PM peak hours of traffic. Other intersections in the project area are not studied, because the addition of project trips would be minimal, with less than 10 peak-hour trips per lane. The weekday AM peak hour of traffic generally falls within the 7:00 AM to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 PM to 6:00 PM period. The most congested traffic conditions occur on a typical weekday during such times.

Signalized Intersection Level of Service Methodology

Signalized study intersections are subject to the City of Morgan Hill's LOS standards. All intersections within the City are required to meet the City's LOS standard of LOS D, with the exception of the following:

- LOS F for Downtown intersections and segments including at Main Avenue/Monterey Road; along Monterey Road, between Main Avenue and Fifth Street; and along Depot Street at First Street through Fifth Street; and
- LOS E for the following intersections and freeway zones:
 - Main Avenue and Del Monte Avenue;
 - Main Avenue and Depot Street;
 - Dunne Avenue and Del Monte Avenue;
 - Dunne Avenue and Monterey Road;
 - Dunne Avenue and Church Street;

Figure 10
Project Trip Distribution and Project Trip Assignment



- Dunne Avenue and Depot Street;
- Cochrane Road and Monterey Road;
- Tennant Avenue and Monterey Road;
- Tennant Avenue and Butterfield Boulevard;
- Cochrane Road Freeway Zone, from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive;
- Dunne Avenue Freeway Zone, from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue; and
- Tennant Avenue Freeway Zone, from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue.

According to the City of Morgan Hill LOS guidelines, a development is said to create a significant adverse effect on traffic conditions at a signalized intersection for either peak hour if the following were to occur:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under no project conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to the above guidelines applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In such case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Unsignalized Intersection Level of Service Methodology

The City uses a minimum acceptable standard of LOS D for unsignalized intersections, in accordance with the adopted threshold of significance in the City's *Guidelines for Preparation of Transportation Impact Reports*. The LOS Analysis supplements the assessment of LOS at unsignalized intersections with an evaluation of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways, Part 4, Highway Traffic Signals, 2014* (CMUTCD). The method does not evaluate intersection LOS, but simply provides an indication of whether vehicular peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

Level of Service Results

The results of the LOS Analysis show that the study intersections of Butterfield Boulevard/Barrett Avenue (Intersection 1) and Caputo Drive/Barrett Avenue (Intersection 2) currently operate at an acceptable LOS B or better under Existing conditions. Under Existing Plus Project conditions, the Butterfield Boulevard/Barrett Avenue intersection would operate at LOS B during both the AM and PM peak hours, and the Caputo Drive/Barrett Avenue intersection would operate at LOS A during both peak hours. Therefore, in accordance with the City of Morgan Hill LOS guidelines, the proposed project would not have a significant adverse effect under Existing Plus Project conditions at either intersection, as the project would not cause the intersections, which currently operate at acceptable LOS, to deteriorate to unacceptable LOS. Similarly, under 2025 Cumulative conditions, the Butterfield Boulevard/Barrett Avenue intersection would operate at LOS B during both peak hours, and the Caputo Drive/Barrett Avenue intersection would operate at LOS A during

each peak hour. Under 2025 Cumulative Plus Project conditions, both intersections would operate at LOS B during both peak hours. As such, the proposed project would not have a significant adverse effect at either intersection under 2025 Cumulative Plus Project conditions, as the project would not cause the intersections to deteriorate from an acceptable to unacceptable LOS. Finally, peak-hour volumes at the unsignalized intersection of Caputo Drive/Barrett Avenue would not meet signal warrant thresholds. Based on the results of the LOS Analysis, the project would not have an adverse effect on operations at the study intersections. The results of the LOS Analysis are summarized in Table 2 and Table 3. The reported delay and corresponding LOS for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection, and the reported delay and corresponding LOS for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay. Under all conditions, the standard is LOS D and the control for Intersections 1 and 2 are signal and two-way stop-controlled, respectively.

Sight Distance

Pursuant to the LOS Analysis, for the proposed project not to result in a significant effect related to sight distance, the project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Barrett Avenue. Landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. In general, sight distance should be provided in accordance with the California Department of Transportation (Caltrans) standards. The minimum acceptable sight distance is most often the stopping sight distance.

Barrett Avenue has a posted speed limit of 30 miles per hour (mph). For a design speed of 30 mph, the recommended Caltrans stopping sight distance is 200 feet. Based on the project site plan and observations in the field, the LOS Analysis concludes that the proposed shared driveway has adequate sight distance along westbound and eastbound Barrett Avenue. Therefore, the proposed project would not result in a significant effect related to sight distance.

On-Site Circulation and Queueing

As discussed above, the proposed project would construct a 20-foot-wide driveway for site access, approximately 50 feet north of the existing driveway entrance to The Lodge at Morgan Hill on Barrett Avenue. The new driveway would lead to an on-site surface parking lot with space for 17 vehicles. Drive aisles within the parking lot would measure at least 25 feet in width. It should be noted that the parking lot does not have looped drive aisles. Therefore, all entering vehicles must park or turn around within the drive aisles to exit the parking lot.

Passenger loading areas (for drop-off and pick-up times) are not indicated on the project site plan. Therefore, parents are expected to park and accompany their child or children to and from the classrooms. Based on the trip generation, approximately 41 inbound vehicles would enter the site during the AM peak hour. Excessive queueing on-site is not anticipated, assuming that arrivals are spread throughout the AM drop-off period and that most parents would not stay after dropping off their child or children. In the event that the parking lot becomes temporarily full, the new driveway would have space for approximately five vehicles before the queue reaches the shared driveway.

Table 2
Existing and Existing Plus Project Intersection Level of Service

Intersection	LOS Standard	Peak Hour	Existing			Existing Plus Project				
			Warrant Met?	Delay	LOS	Warrant Met?	Delay	LOS	Increase In Critical Delay	Increase In V/C Ratio?
1. Butterfield Boulevard/Barrett Avenue	D	AM	-	10.9	B	-	11.2	B	0.0	0.000
		PM	-	9.9	A	-	10.3	B	0.3	0.014
2. Caputo Drive/Barrett Avenue	D	AM	No	9.4	A	No	9.7	A	N/A	N/A
		PM	No	9.5	A	No	10.0	A	N/A	N/A
Notes: The Butterfield Boulevard/Barrett Avenue intersection operates under all study conditions with a signalized control. The Caputo Drive/Barrett Avenue intersection operates under all study conditions with a two-way stop-controlled unsignalized intersection.										
Source: Hexagon Transportation Consultants, Inc., 2022.										

Table 3
2025 Cumulative and 2025 Cumulative Plus Project Intersection Level of Service

Intersection	LOS Standard	Peak Hour	2025 Cumulative			2025 Cumulative Plus Project				
			Warrant Met?	Delay	LOS	Warrant Met?	Delay	LOS	Increase In Critical Delay	Increase In V/C Ratio?
1. Butterfield Boulevard/Barrett Avenue	D	AM	-	12.9	B	-	13.1	B	0.0	0.000
		PM	-	11.5	B	-	11.7	B	0.2	0.011
2. Caputo Drive/Barrett Avenue	D	AM	No	9.7	A	No	10.1	B	N/A	N/A
		PM	No	9.8	A	No	10.5	B	N/A	N/A
Notes: The Butterfield Boulevard/Barrett Avenue intersection operates under all study conditions with a signalized control. The Caputo Drive/Barrett Avenue intersection operates under all study conditions with a two-way stop-controlled unsignalized intersection.										
Source: Hexagon Transportation Consultants, Inc., 2022.										

As discussed above, drop-off and pick-up times would be scheduled by Catalyst Kids to be staggered, to ensure parents and/or legal guardians do not all drop off and pick up children at the same time. Such staggering would reduce the potential for significant effects related to queuing and on-site circulation. To ensure that parents are able to park and depart parking spaces, the proposed daycare center could require placement of staff along the new driveway to facilitate entry and exit of the parking lot during peak drop-off/pick-up periods. Ideally, staff at the driveway would communicate with staff within the facility as parents arrive to efficiently manage the drop-off/pick-up operations. The use of staff during peak drop-off/pick-up periods would further minimize queues that may extend out of the new driveway and block the Barrett Avenue drive aisle.

Based on the above, with implementation of staggered drop-off and pick-up times and use of staff to further reduce impacts related to congestion, the proposed project would not result in a significant effect related to on-site circulation and queueing.

LOS Analysis Conclusion

The need for the preparation of a comprehensive traffic impact analysis for a particular development is based on the project's estimated trip generation and effect on surrounding transportation facilities. The City of Morgan Hill requires the completion of a full traffic impact analysis if one of the following criteria are met:

1. Generates 100 or more net new peak hour trips; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Net new peak hour trips are defined as the number of trips generated by the proposed development minus trips generated by existing development on the project site (This threshold is consistent with the Valley Transportation Authority [VTA] policy).
2. Adds 50 to 99 net new peak hour trips to the roadway system where nearby intersections are currently operating at or below the City's LOS standard, or projected to operate at or below the City's LOS standard with traffic added by approved developments; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Adjacent or nearby intersections are defined as intersections to which the proposed development or proposed land use change adds 10 or more vehicle peak hour trips per lane.
3. Creates a transportation issue that City staff requests to have analyzed.

The proposed project would result in the addition of 78 net new AM peak-hour trips and 79 net new PM peak-hour trips to the roadway system under Existing Plus Project conditions. The results of the intersection LOS Analysis show that the two study intersections are currently operating at better than the City's LOS standard and the addition of project traffic would not result in the degradation of the study intersections' LOS during the AM and PM peak hours. Therefore, the proposed project would not result in an adverse effect on operations to intersections in the project area and is consistent with the Morgan Hill General Plan goals and policies. While City staff ultimately determine the need for traffic studies for new developments, the LOS Analysis concludes that such an analysis would not be warranted.

Traffic Conclusion

Based on the above, the proposed project would be consistent with the Morgan Hill General Plan's Commercial designation, all applicable General Plan polices, the CN zoning district, and applicable zoning regulations. Therefore, the project meets the provisions of Criterion 15332(a).

Criterion 15332(b): Project Location, Size, and Context

The project site is comprised of 0.6-acre within the City limits and is bound by Butterfield Boulevard to the east and Barrett Avenue to the south. As discussed, the site is surrounded by existing development on all sides. Therefore, the proposed project meets the provisions of Criterion 15332(b).

Criterion 15332(c): Endangered, Rare, or Threatened Species

The project site is located within the boundaries of the Santa Clara Valley Habitat Plan (SCVHP) permit area. The SCVHP was developed through a partnership between Santa Clara County, the cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District (SCVWD), the Santa Clara Valley Transportation Authority (VTA), the U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW). The SCVHP provides a framework for promoting the protection and recovery of natural resources, including endangered species, while streamlining the permitting process for planned development, infrastructure, and maintenance activities, and allows participating member agencies, including the City of Morgan Hill, to receive endangered species permits for activities and projects they conduct and those under their jurisdiction. Take authorization is provided through the SCVHP for 18 Covered Species and includes conservation measures to protect Covered Species, as well as a conservation strategy designed to mitigate impacts on covered species and contribute to the recovery of the species in the study area.

Pursuant to the Santa Clara Valley Habitat Agency Geobrowser, the project site consists of Golf Courses/Urban Parks (0.5-acre) and Urban Areas (less than 0.1-acre) land covers.⁴ The former land cover is coterminous with Fee Zone B (Agricultural and Valley Floor Lands), while the latter land cover is not subject to SCVHP land cover fees. As set forth by Morgan Hill Municipal Code Section 18.132.050, compliance with the SCVHP requires payment of fees according to the Fee Zone designation of the property, payment of nitrogen deposition fees related to the number of anticipated car trips resulting from the development, and any surcharge fees that are required based on site-specific impacts to sensitive habitats or sensitive species. Land cover fees for Fee Zone B are assessed at a rate of \$11,806 per acre. Therefore, the proposed project's Zone B land cover fees would total approximately \$5,903. Pursuant to the Geobrowser Property Report for the project site, fee zones and/or survey areas are not identified for the project site related to sensitive habitats or species. However, the project would be subject to payment of nitrogen deposition fees.

Currently, the project site is composed of ruderal grasses and contains a single oak tree. The site is routinely mowed. Additional landscaping trees and shrubs associated with The Lodge at Morgan Hill are located adjacent to the site to the north and east. Given the routine mowing to which the site is subjected, the project site's ruderal grass landscape does not provide habitat value for endangered, rare, or threatened plant or wildlife species, as mowing activities would preclude such species from becoming established on-site. In addition, surface waters and wetlands do not occur on-site, which further prevents the site's ability to provide necessary habitat for endangered, rare, or threatened species. Furthermore, as discussed previously, the site is bound by Butterfield Boulevard and Barrett Avenue and is surrounded by urban development on all sides. While the site includes a single oak tree, the tree would be retained on-site as part of the proposed project, and considering the tree's location within a heavily urbanized environment, adjacent to two roadways, and surrounded by existing development, protected birds and raptors would be unlikely to use the tree as nesting habitat.

⁴ Santa Clara Valley Habitat Agency. *Habitat Agency Geobrowser*. Available at: <http://www.hcpmaps.com/habitat/>. Accessed April 2022.

Overall, through the required payment of all applicable fees, the proposed project would be consistent with the SCVHCP, and based on its existing setting and surrounding existing uses, the project site does not provide habitat for endangered, rare, or threatened plant or wildlife species. Therefore, the proposed project meets the provisions of Criterion 15332(c).

Criterion 15332(d): Traffic, Noise, Air Quality, and Water Quality

The following sections present analysis regarding potential effects related to traffic, noise, air quality, and water quality resulting from implementation of the proposed project.

Traffic

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

Hexagon Transportation Consultants, Inc. prepared a VMT Assessment for the proposed project (see Appendix B of this Memorandum).⁵ The City of Morgan Hill is currently undertaking a process to update General Plan policies that would incorporate VMT methodologies and significance thresholds to be consistent with Senate Bill (SB) 743 but has not yet released draft thresholds. In the absence of an adopted or draft City policy with impact standards and thresholds, the VMT Assessment relies on *The Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) published by the Governor's Office of Planning and Research (OPR) to analyze the proposed project's effects on VMT.⁶

The Technical Advisory provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for the evaluation of land use projects. The screening threshold recommendations are intended to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed VMT evaluation and are based on project size, maps, transit availability, and provision of affordable housing. The recommendations include the screening threshold criteria listed below:

- OPR recommends that office or residential projects not exceeding a level of 15 percent below existing VMT per capita and employee may indicate a less-than-significant impact on VMT;
- OPR recommends that projects (including office, residential, retail, and mixed-use developments) proposed within 0.5-mile of an existing major transit stop or within 0.25-

⁵ Hexagon Transportation Consultants, Inc. *VMT Assessment for the Proposed Catalyst Kids Center Development in Morgan Hill, California*. March 31, 2022.

⁶ Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

- mile of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact on VMT;
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT;
 - OPR recommends that projects that generate or attract fewer than 110 trips per day may generally be assumed to cause a less-than-significant impact on VMT; and
 - OPR recommends that local-serving retail developments (considered to be less than 50,000 sf in size) may be assumed to cause a less-than-significant impact on VMT.

As noted above, the OPR screening criteria are limited to general land use categories such as residential, office, industrial, and retail. Therefore, the assessment of VMT for non-standard land uses such as the proposed daycare center requires a conversion to an equivalent amount of one of the general land uses that has similar trip-generating and trip-origin/destination characteristics. The number of daily trips, trip origination/destination, and the resulting VMT associated with the proposed daycare center would be similar to that of local-serving retail, because the daycare center would primarily serve families living in Morgan Hill. As such, the VMT Assessment bases its findings on a conversion of the proposed daycare center to an equivalent amount of local-serving retail space, with estimated daily trips compared through the use of trip rates published by the Institute of Transportation Engineers (ITE) for the proposed daycare center and typical retail uses.

The VMT Assessment estimates daily site-generated vehicular traffic for the proposed daycare center based on trip generation rates compiled in the ITE *Trip Generation Manual, 11th Edition*. Rates for “Day Care Center” (ITE Land Use 565) are used to estimate the trips generated by the proposed project. Based on the trip generation rate and the project size, the proposed daycare center is estimated to generate 409 new daily vehicle trips (see Table 4).

Table 4 Trip Generation Summary				
Land Use	ITE Land Use Code	Size	Daily	
			Rate	Trips
Day Care Center	565	100 Children	4.09	409
Retail (Shopping Center) ¹	820	10,834 square feet	37.75	409
¹ The square footage of the Retail land use is equivalent to the size of the proposed project.				
Source: Hexagon Transportation Consultants, Inc., 2022.				

As shown in Table 4, the results of the conversion of the proposed daycare center to an equivalent amount of retail/commercial space indicate that the proposed project would generate net new daily trips equivalent to that of an approximately 10,834-square-foot retail development. Pursuant to the recommendations contained in the Technical Advisory, the daily trips and resulting VMT estimated to be generated by the proposed project would be equivalent to that generated by retail uses of less than 50,000 square feet in size; thus, the project may be presumed to be a local-serving facility and would, therefore, meet the final screening criterion listed above. In addition, the Technical Advisory suggests that by adding retail opportunities into the urban fabric and, thereby, improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, as the proposed project has trip-generating characteristics of a local-serving retail facility and meets the OPR screening criteria, the project would not result in a significant effect related to VMT.

Noise

A significant effect associated with noise would occur if the proposed project generates a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of standards established in the Morgan Hill General Plan and/or Municipal Code. In particular, substantial increases in ambient noise levels that could potentially occur from the proposed project must be evaluated with respect to noise-sensitive land uses. Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to such activities. The noise-sensitive land uses that would potentially be affected by the proposed project consist of residential uses east and west of the project site. Specifically, existing single-family residences are located east of the site, across from Butterfield Boulevard, the nearest of which is approximately 166 feet away, as measured from the project site's eastern boundary to the residence's side yard fence. In addition, The Lodge at Morgan Hill is located west of the project site, the nearest point of which is 180 feet away, as measured from the northern boundary of the proposed infant playground to the nearest façade of The Lodge.

The following terms are referenced below as part of the analysis of potential noise effects associated with the proposed project:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to dB in this section will be A-weighted unless otherwise noted;
- Day-Night Average Level (DNL or L_{dn}): The average sound level over a 24-hour day, with a 10-decibel increase applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours;
- Average or Equivalent Sound Level (L_{eq}): L_{eq} is the average sound level over the period of measurement;
- Sound Exposure Level (SEL): SEL is an L_{eq} that is normalized to one second. SEL captures both the level and duration of a sound event in a single numerical quantity, which provides a uniform way to make comparisons among noise events of various durations; and
- Maximum Sound Level (L_{max}): L_{max} represents the highest noise level measured.

The proposed project would be required to comply with the applicable noise level standards established in the Morgan Hill General Plan and Municipal Code. Morgan Hill Municipal Code Section 18.76.090 (Noise) contains maximum noise levels for non-transportation noise sources. The City's quantitative exterior noise standards are reproduced below in Table 5. According to City staff, such standards are interpreted as being hourly average noise level standards (L_{eq}).

Pursuant to Morgan Hill Municipal Code Section 8.28.040(D), construction activities that occur between the hours of 7:00 AM and 8:00 PM, Monday through Friday, and between the hours of 9:00 AM to 6:00 PM on Saturday are exempted from the above standards. The City prohibits construction activities on Sundays or federal holidays.

Table 5	
Noise Level Performance Standards	
Receiving Land Use	Maximum Noise Level at Lot Line of Receiving Use (dBA)
Industrial and Wholesale	70
Commercial	65
Residential or Public/Quasi Public	60
Notes: • The planning commission may allow an additional 5 dBA noise level at the lot line if the maximum noise level shown above cannot be achieved with reasonable and feasible mitigation. • Noise standards shown above do not apply to noise generated by vehicle traffic in the public ROW or from temporary construction, demolition, and vehicles that enter or leave the site of the noise-generating use (e.g., construction equipment, trains, trucks).	
Source: City of Morgan Hill Municipal Code Section 18.76.090.	

With respect to interior noise levels, General Plan Policy SSI-8.1 uses an interior noise level standard of 45 dB DNL for new residential housing units. For the purposes of this analysis, the 45 dB DNL standard is applied to potential noise increases at nearby existing residences. For increases in off-site traffic noise, General Plan Policy SSI-8.5 considers noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is five dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) the noise level increase is 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater. Finally, General Plan Policy SSI-8.6 considers noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels.

During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project site would also vary depending upon the proximity of equipment activities to that point. Project construction activities would be temporary and occur over a short time period, relative to the length of project operations. In addition, as noted above, Section 8.28.040(D) of the Morgan Hill Municipal Code exempts construction noise, provided that such activities do not occur during set hours. Furthermore, project construction activities would include the use of sound-dampening equipment such as mufflers, air-inlet silencers, shrouds, shields, or other noise-reducing features, where appropriate. Considering that the proposed construction activities would be required to comply with the provisions of Municipal Code Section 8.28.040(D) and would include sound-dampening equipment, noise levels generated by construction activities would not result in a substantial temporary increase in noise at nearby sensitive receptors.

With respect to potential noise level increases during project operation, the primary noise sources associated with project operation would be: (1) vehicles entering and exiting the site as parents drop off and pick up their children; (2) the outdoor toddler and infant playgrounds; and (3) mechanical equipment (i.e., heating and ventilation equipment, air conditioning systems, boilers). The proposed buildings would not include any roof-mounted mechanical equipment. All such equipment would be installed at grade level to the east of the primary building. Based on the location, the equipment would be shielded by the proposed structures from The Lodge at Morgan Hill to the west and would be separated from the single-family residences to the east by Butterfield Boulevard. Information regarding the type and size of the mechanical equipment units to be used in the project is not currently available; however, the equipment would be required to comply with the noise standards set forth in Morgan Hill Municipal Code Section 18.76.090, which mandates

that noise levels do not exceed 60 dBA at the lot lines of receiving residential land uses. In addition, as discussed further below, Butterfield Boulevard is a heavily traveled four-lane arterial that currently generates 70.0 dBA at 50 feet from the centerline of the roadway. As such, noise generated by the proposed mechanical equipment would likely not be audible at the residences east of the project site above daily noise levels generated by traffic along Butterfield Boulevard. Therefore, noise generated by the proposed mechanical equipment would not be expected to result in substantial increases in ambient noise levels at nearby sensitive receptors. The following discussions address potential noise increases from project-generated traffic and the proposed playground areas.

As discussed above, pursuant to General Plan Policy SSI-8.5, noise level increases resulting from traffic associated with a new project would be considered significant if: a) the noise level increase is 5.0 dB L_{dn} or greater, with a future level of less than 60 dB L_{dn} ; or b) the noise level increase is 3.0 dB L_{dn} or greater, with a future noise level of 60 dB L_{dn} or greater. As noted in Table 4.11-7 of the General Plan EIR, existing noise levels along Butterfield Boulevard between San Pedro Avenue and Barrett Avenue are 70.0 dBA. Upon full buildout of the General Plan (Year 2035), noise levels along the aforementioned road segment are projected to increase by 1.6 dBA to 71.6 dBA. As discussed above, the project site is designated by the Morgan Hill General Plan as Commercial, which allows for a wide range of retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as part of shopping centers. The proposed daycare center would be consistent with the Commercial land use designation and is, therefore, generally consistent with the buildout assumptions evaluated as part of the General Plan EIR. Considering that full General Plan buildout would only increase noise levels along the subject roadway segment by 1.6 dBA, it can be reasonably concluded that the increase in vehicle trips associated with the proposed daycare center would not be sufficient to generate a noise level increase of 3.0 dB L_{dn} or greater. Furthermore, with implementation of the applicable General Plan noise policies and relevant Morgan Hill Municipal Code ordinances, to which the proposed project would be subject, the General Plan EIR concluded that buildout of the General Plan would result in a less-than-significant impact related to traffic noise. Therefore, the proposed project is not expected to result in a noise level increase that would exceed the conservative 3.0 dB threshold of significance for noise level increases along surrounding roadways, as the proposed project would not increase noise from what has already been anticipated for the site, pursuant to the General Plan EIR.

Finally, as shown in Figure 3, the proposed playground uses would be located north and west of the primary building. The proposed landscaping would screen both playground areas from the single-family residences to the east of the project site, and the toddler playground would be further screened from such locations by the primary building. In addition, Butterfield Boulevard would separate the project site from the single-family residences east of the site. Therefore, noise generated by the proposed playgrounds is not anticipated to result in substantial noise level increases at sensitive receptors east of the project site.

With respect to potential noise level increases from the playgrounds at sensitive receptors to the west of the project site (The Lodge at Morgan Hill), the primary noise source would be shouting children. Average and maximum noise levels of similar sized outdoor play areas range from approximately 50 to 55 dB L_{eq} and 75 dB L_{max} at a distance of 50 feet from the focal point of the playground area.⁷ Based on reference noise levels of 55 dB L_{eq} and 75 dB L_{max} at 50 feet, and assuming standard spherical spreading loss (-6.0 dB per doubling of distance), playground noise

⁷ Bollard Acoustical Consultants, Inc. *Environmental Noise & Vibration Assessment: Manzanita Park Subdivision, Morgan Hill, California*. June 10, 2021.

exposure at The Lodge at Morgan Hill would be 43.9 dB L_{eq} and 63.9 dB L_{max} .⁸ Such noise levels would be consistent with the standards set forth in Morgan Hill Municipal Code Section 18.76.090. With respect to interior noise levels, modern construction typically provides a 25 dB exterior-to-interior noise level reduction with windows closed and a 15 dB reduction with windows open. As such, sensitive receptors exposed to exterior noise levels generated by the proposed project would typically comply with the 45 dB L_{dn} standard set forth by General Plan Policy SSI-8.1. Furthermore, the playground would only be used during daytime hours, which would limit the exposure of sensitive receptors to playground-related noise. Thus, playground-related noise generated by the proposed project would not be expected to result in substantial increases to existing ambient noise levels at the project site and immediate surrounding vicinity.

Based on the above, the proposed project would not result in substantial increases to existing ambient noise levels at the project site and immediate surrounding vicinity during project construction or operation. Therefore, the project would not result in a significant effect associated with noise.

Air Quality

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

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

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

The aforementioned air quality plans contain mobile source controls, stationary source controls, and transportation control measures to be implemented in the region to attain the State and

⁸ Omni Calculator. *Distance Attenuation Calculator*. Available at: <https://www.omnicalculator.com/physics/distance-attenuation>. Accessed April 2022.

federal AAQS within the SFBAAB. Adopted BAAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. For development projects, BAAQMD establishes significance thresholds for emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_x), as well as for PM₁₀, and PM_{2.5}, expressed in pounds per day (lbs/day) and tons per year (tons/yr). The thresholds are listed in Table 6. Thus, by exceeding the BAAQMD's mass emission thresholds for operational emissions of ROG, NO_x, or PM₁₀, a project would be considered to conflict with or obstruct implementation of the BAAQMD's air quality planning efforts.

Table 6 BAAQMD Thresholds of Significance			
Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀ (exhaust)	82	82	15
PM _{2.5} (exhaust)	54	54	10

Source: BAAQMD, CEQA Guidelines, May 2017.

Emissions of particulate matter can be split into two categories: fugitive emissions and exhaust emissions. The BAAQMD thresholds of significance for exhaust PM emissions are presented in Table 6. The BAAQMD does not maintain quantitative thresholds for fugitive emissions of PM₁₀ or PM_{2.5}; rather, BAAQMD requires all projects within the district's jurisdiction to implement Basic Construction Mitigation Measures (BCMMs) related to dust suppression. The BCMMs include the following:

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

The proposed project's construction and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) software version 2020.4.0 - a Statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, vehicle mix, trip length, average speed, etc. Where project-specific information is available, such information is applied in the model. For example, project construction was assumed to begin in June 2023, and to occur over approximately six months. The proposed project's estimated emissions associated with construction and operations, and the project's contribution to cumulative air quality conditions, are provided below. All CalEEMod results are included as Appendix C to this Memorandum.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum construction criteria air pollutant emissions as shown in Table 7. The proposed project's construction emissions would be below the applicable thresholds of significance.

Table 7 Maximum Construction Emissions (lbs/day)			
Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	1.85	54	NO
NO _x	10.19	54	NO
PM ₁₀ *	0.42	82	NO
PM _{2.5} *	0.39	54	NO
Note: * Denotes emissions from exhaust only. BAAQMD does not have adopted thresholds for fugitive PM emissions.			
Source: CalEEMod, April 2022 (see Appendix C).			

Although thresholds of significance for mass emissions of fugitive dust PM₁₀ and PM_{2.5} have not been identified by the City of Morgan Hill or BAAQMD, the proposed project's estimated fugitive dust emissions have been included for informational purposes. All projects within the jurisdiction of the BAAQMD are required to implement all of the BAAQMD's Basic Construction Mitigation Measures. The proposed project's required implementation of the BAAQMD's Basic Construction Mitigation Measures listed above for the project's construction activities, would help to further minimize construction-related emissions.

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

Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum operational criteria air pollutant emissions as shown in Table 8. The proposed project's operational emissions would be below the applicable thresholds of significance. As such, the proposed project would not result in a significant air quality impact during operations.

**Table 8
Unmitigated Maximum Operational Emissions**

Pollutant	Proposed Project Emissions		Threshold of Significance		Exceeds Threshold?
	lbs/day	tons/yr	lbs/day	tons/yr	
ROG	1.15	0.15	54	10	NO
NO _x	0.81	0.11	54	10	NO
PM ₁₀ *	0.01	0.002	82	15	NO
PM _{2.5} *	0.01	0.002	54	10	NO
Note: * Denotes emissions from exhaust only. BAAQMD does not have adopted thresholds for fugitive PM emissions.					
Source: CalEEMod, April 2022 (see Appendix C).					

Greenhouse Gas Emissions

On April 20, 2022, the BAAQMD Board of Directors adopted new thresholds of significance for GHG emissions. The GHG thresholds are qualitative and address recent climate change legislation, including SB 32. According to the new thresholds of significance, a project must either include specific project design elements (e.g., exclude use of natural gas, achieve a specific reduction in project-generated VMT below the regional average) or be consistent with a local GHG reduction strategy that meets the criteria pursuant to State CEQA Guidelines Section 15183.5(b).⁹ In December of 2021, the City of Morgan Hill adopted a Climate Action Plan (CAP) that qualifies as a local GHG reduction strategy pursuant to CEQA Guidelines Section 15183.5(b). Therefore, if the proposed project is consistent with the City's CAP, then the project would comply with the BAAQMD's qualitative thresholds of significance, and a less-than-significant impact related to GHG emissions would occur.

The CAP includes a Main Goal, which is to reduce the City's net carbon dioxide (CO₂) emissions in the building and transportation sectors 35 percent below the 2020 baseline level by 2030 and 100 percent below the 2020 baseline level by 2045. In order to meet the Main Goal, the CAP sets forth a number of sub-goals for the transportation and building sectors, as well as associated action items for each sub-goal. The majority of the sub-goals are not applicable to the proposed project. For example, for the transportation sector, Sub-Goal 1 is related to expanding electric vehicle (EV) charging station access for existing multi-family complexes, Sub-Goal 2 is related to the municipal fleet, Sub-Goal 3 is related to gas stations, and Sub-Goal 4 is related to new residential buildings. Similarly, the sub-goals for the building sector are related to existing buildings and municipal buildings. However, Sub-Goal 5 for the transportation sector is applicable to the proposed project. Sub-Goal 5 and Action Item 5.a. require new non-residential buildings to comply with Section 5.106.5.3 of the California Green Building Standards Code (CALGreen Code), which requires that developments featuring a total number of 10 to 25 parking spaces include one EV charging space. The proposed project would be required to comply with all mandatory measures of the CALGreen Code, including Section 5.106.5.3; thus, the project would comply with CAP Sub-Goal 5 and Action Item 5.a. As a result, the proposed project would be considered consistent with the City's CAP and, thus, would comply with the BAAQMD's qualitative thresholds of significance.

Based on the above, the proposed project would not conflict with the BAAQMD's GHG thresholds of significance and, thus, would not conflict with the State's latest climate legislation.

⁹ Bay Area Air Quality Management District. *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*. April 2022.

Air Quality Conclusion

As discussed above, the proposed project is not anticipated to result in short-term construction-related or long-term operational emissions of air quality pollutants that would be considered to have the potential to result in significant effects on the environment.

Water Quality

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

Pursuant to Morgan Hill Municipal Code Chapter 13.30 (Urban Storm Water Quality Management and Discharge Control), the project applicant would be required to submit a sediment and erosion control plan to the City of Morgan Hill Land Development Engineering Division prior to the approval of improvement plans and issuance of building permits. The plan(s) must conform to City standards to prevent significant sediment and soil erosion during construction and include the standards and guidelines found in the California Stormwater Quality Association (CASQA) *Stormwater Best Management Practice Handbook*. Compliance with Chapter 13.30 of the Municipal Code would ensure that construction of the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during project construction.

Currently, the project site and area proposed for the private driveway do not include impervious surfaces. Following completion of construction activities, the proposed areas of disturbance would include approximately 21,483 square feet of impervious surfaces, which could contribute incrementally to the degradation of downstream water quality during storm events. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported through stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed and provide a more lucrative means of transport for pollutants to enter the waterways.

According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer (NFHL) Viewer, the project site is within the 500-year floodplain (Zone X).¹⁰ As part of ensuring post-construction flows do not result in flooding and/or water quality impacts, the proposed project would be required to comply with applicable requirements set forth by the Central Coast Regional

¹⁰ Federal Emergency Management Agency. *National Flood Hazard Layer (NFHL) Viewer*. Available at: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed April 2022.

Water Quality Control Board (RWQCB), which regulates the City of Morgan Hill's stormwater discharges through an NPDES Phase II MS4 General Permit (State Water Resources Control Board Water Quality Order No. 2013-0001-DWQ; NPDES General Permit No. CAS000004). MH engineering Co. prepared a Storm Water Control Plan (Drainage Assessment) to assess the proposed project's compliance with NPDES Phase II MS4 General Permit (see Appendix D of this Memorandum).¹¹ According to the Drainage Assessment, the project site is tributary to West Little Llagas Creek by way of the Butterfield flood channel. The existing 24-inch storm drain line in Barrett Avenue carries 10-year local stormwater collection across Butterfield Boulevard to the flood channel. As discussed above, following project construction, the project site would include new stormwater facilities to provide water quality treatment and peak management at pre-project levels across two DMAs. Within DMA-1, which encompasses the project site boundaries, runoff would be directed to swales in the site's existing 12-foot-wide public utilities easement for preliminary initial treatment. New inlets would collect runoff from the swales, as well as from the new on-site parking lot and toddler playground. From the inlets, flows would be conveyed to new eight-inch storm drain lines within the site, which would then direct flows to a new 48-inch Contech SFMH48 StormFilter that would treat the first-flush capture. Treated flows would then be conveyed to a rain tank located beneath the on-site parking lot for further treatment, before percolation into native soils. DMA-2 would encompass the new private driveway and a small portion of the existing driveway entrance. Runoff within DMA-2 would be directed to inlets, which would connect to a new six-inch storm drain line in the driveway that would convey to the stormwater filter, followed by the rain tank. The remaining overflow from the rain tank that does not percolate into soils would be released to the existing 24-inch storm drain line in Barrett Avenue.

The new stormwater facilities would be required to comply with Central Coast RWQCB Resolution No. R3-2013-0032. The resolution formally adopted post-construction stormwater management requirements for development projects in the Central Coast region. The requirements identify 10 Watershed Management Zones (WMZs) in the covered area, and specify stormwater management requirements for each zone, depending on the size of the development project. The project site is within WMZ-1. The cities of Morgan Hill and Gilroy and Santa Clara County jointly developed the *Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements*, which is a guidance manual to aid developers, engineers, and architects to meet the Post-Construction Performance Requirements (PRs) of Resolution No. R3-2013-0032.¹² Specifically, the project would comply with PR-1 through PR-4, which require site design and runoff reduction, water quality treatment, prevention of off-site discharges from events up to the 95th percentile of rainfall using Stormwater Control Measures (SCMs), and control of post-project peak flows to not exceed pre-project peak flows for the two- through 10-year storm events, respectively. The project would meet the requirements of PR-1 through the incorporation of the proposed swales, to which runoff from the proposed impervious surfaces would be directed. Compliance with PR-2 would be achieved through incorporation of the Contech SFMH48 StormFilter (SCM-1) and rain tank (SCM-2). As part of meeting the provisions of PR-3, the rain tank has been sized and designed to store and percolate 95th percentile local rainfall volumes into native soil without release. PR-3 compliance would also include incorporation of applicable Low Impact Development (LID) site design measures, including creation of open spaces where native vegetation and trees are clustered, limiting of impervious areas with the approved zoning, minimized hardscape, conformance of site layout along natural landforms, and optimized grading.

¹¹ MH engineering Co. *Storm Water Control Plan 'Catalyst' Daycare Development' (APN 817-30-080) Barrett Avenue at Butterfield Blvd.* January 17, 2022.

¹² City of Gilroy, City of Morgan Hill, and County of Santa Clara. *Stormwater Management Guidance Manual for Low Impact Development & Post-Construction Requirements.* June 2015.

Finally, to meet the provisions of PR-4, the rain tank would include a controlled release to convey remaining overflow, which is not percolated, to the existing 24-inch storm drain line in Barrett Avenue at pre-project rates. The storm drain line would then convey to the flood channel, which empties into West Little Llagas Creek.

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

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

Conclusion

Based on the above, the proposed project would not result in any significant effects related to traffic, noise, air quality, or water quality. Thus, the project meets Criterion 15332(d).

Criterion 15332(e): Utilities and Public Services

Water and sewer service for the proposed development would be provided by the City through new connections to existing infrastructure within Barrett Avenue (see Figure 7). In addition, as discussed previously, the proposed project would include new on-site stormwater facilities to provide water quality treatment and peak management at pre-project levels, through dividing the project site into two DMAs to capture and treat runoff (see Figure 8). Given the presence of existing utilities in the immediate project vicinity, the proposed project would not require substantial off-site utility improvements. In addition, given that the proposed project is consistent with the site's current General Plan land use and zoning designations, increases in demand on existing utilities and public services associated with the project have been previously anticipated in the General Plan and accounted for in local planning efforts. Thus, the site would be adequately served by all required utilities and public services, and the project meets the provisions of Criterion 15332(e).

Exceptions to Categorical Exemptions analysis

Even if a project is ordinarily exempt pursuant to any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. Exceptions to a categorical exemption apply in the following circumstances:

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- (c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- (d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- (e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following analysis addresses whether any of the exceptions to the CEQA exemption apply to the proposed project.

Criterion 15300.2(a): Location

CEQA exemptions Classes 3, 4, 5, 6, or 11, are qualified by consideration of where the project is to be located. Given that the proposed project qualifies for exemption pursuant to CEQA Guidelines Section 15332, Class 32, an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(a) does not apply to the proposed project.

Criterion 15300.2(b): Cumulative Impact

Pursuant to CEQA Section 15300.2(b), in applying this exception, the cumulative impact must result from “successive projects of the same type in the same place.” Both the “same type” and “same place” limitations restrict the scope of this exception.¹³ The project site is bound by Butterfield Boulevard to the east and Barrett Avenue to the south and surrounded by existing development. A single-family residential neighborhood is to the east and north, across from Butterfield Boulevard. Multifamily residential uses are to the west, and light industrial uses are to the south, across from Barrett Avenue.

The proposed project is consistent with the project site’s General Plan land use and zoning designations. Therefore, cumulative impacts associated with buildout of the project site have been previously anticipated by the City and analyzed in the General Plan EIR. As discussed above, the project would not require substantial off-site utility upsizing or other related improvements with the potential to result in cumulatively considerable impacts.

As discussed in the LOS Analysis prepared for the proposed project, the 2025 Cumulative conditions evaluated included the City-approved Lillian Commons Planned Development Project, a medical campus project located on a 19.67-acre project site at the southeast corner of Juan Hernandez Drive and Barrett Avenue, approximately 0.2-mile east of the project site. The Planned Development would allow construction of the following with approval of a Design Permit: a 4,500-square-foot urgent care facility; a 10,000-square-foot medical building; a 100,000-square-foot medical office/hospital with 55 beds; a three-story parking garage with 500 spaces; a 10,000-square-foot commercial retail/restaurant building; and a residential component. Brookfield

¹³ Stephen L. Kostka and Michael H. Zischke. *Practice Under the California Environmental Quality Act, Second Edition* [pg. 5-68]. March 2019 Update.

proposes 86 multifamily townhome style condominiums and 34 single-family attached duets for the residential portion of the Planned Development. As discussed above, the LOS at the Butterfield Boulevard/Barrett Avenue and Caputo Drive/Barrett Avenue intersections would not deteriorate from acceptable levels to unacceptable levels under 2025 Cumulative Plus Project conditions, which includes traffic generated as a result of development of the proposed project and the Lillian Commons Project.

Thus, the project does not include any unique features that would result in new or more severe cumulative impacts beyond what has been analyzed in the General Plan EIR, and an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(b) does not apply to the proposed project.

Criterion 15300.2(c): Significant Effect

In listing a class of projects as exempt, the Secretary has determined that the environmental changes typically associated with projects in that class are not significant effects within the meaning of CEQA, even though an argument might be made that they are potentially significant. The plain language of CEQA Guidelines Section 15300.2, subdivision (c), requires that a potentially significant effect must be “due to unusual circumstances” for the exception to apply.

The determination as to whether there are “unusual circumstances” (CEQA Guidelines Section 15300.2 subdivision [c]) is reviewed pursuant to PRC Section 21168.5’s substantial evidence prong. Whether a particular project presents circumstances that are unusual for projects in an exempt class is an essentially factual inquiry. As to this question, the lead agency serves as “the finder of fact”.

As the courts have noted, local conditions are relevant in determining whether the environmental effects of a proposed project are unusual or typical. In general, the project site does not contain any unique or unusual features with the potential to result in a potentially significant effect. The project site is undeveloped and consists of ruderal grasses and an on-site oak tree that would be preserved. The site does not include any aquatic features and, as discussed further below, is not included on any lists of hazardous waste sites. Thus, an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(c) does not apply to the proposed project.

Criterion 15300.2(d): Scenic Highway

According to the Caltrans Scenic Highway Mapping System, officially designated State or County scenic highways do not occur in the project vicinity.¹⁴ Thus, an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(d) does not apply to the proposed project.

Criterion 15300.2(e): Hazardous Waste Sites

The California Environmental Protection Agency provides a list of data resources that provide information regarding the facilities or sites identified as meeting the “Cortese List” requirements, pursuant to Government Code 65962.5. Pursuant to the State Water Resources Control Board (SWRCB) GeoTracker, which identifies sites that require cleanup, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program sites, hazardous waste sites are not identified on or adjacent to the project site.¹⁵ In addition, the Department of

¹⁴ California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed April 2022.

¹⁵ State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed April 2022.

Toxic Substances Control (DTSC) EnviroStor database does not identify such sites on or adjacent to the project site.¹⁶ Therefore, the project site is not located on any list compiled pursuant to Section 65962.5 of the Government Code. Thus, an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(e) does not apply to the proposed project.

Criterion 15300.2(f): Historical Resources

The project site consists of ruderal grasses and a single oak tree and does not contain any structures. Therefore, the proposed project would not result in a substantial adverse change in the significance of a historical resource, and an exception to the exemption pursuant to CEQA Guidelines Section 15300.2(f) does not apply to the proposed project.

D. CONCLUSION

This Memorandum demonstrates that the proposed project can be considered exempt from CEQA pursuant to Section 15332, and does not meet any of the exceptions to categorical exemptions set forth in Section 15300.2 of the CEQA Guidelines.

¹⁶ Department of Toxic Substances Control. *EnviroStor*. Available at: <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed April 2022.

Appendix A

Trip Generation and Operations Analysis



Memorandum

Date: April 1, 2022
To: Nick Pappani, Raney Planning & Management
From: Robert Del Rio, T.E., Luis Descanzo
Subject: Trip Generation and Operations Analysis for the Proposed Catalyst Kids Center Development in Morgan Hill, California

Hexagon Transportation Consultants, Inc. has completed a trip generation and operations analysis for the proposed Catalyst Kids Center development project located at 0 Barrett Avenue (APN 817-30-080) in Morgan Hill, California (see Figure 1). The project as proposed would consist of an 8,420 square foot (s.f.) daycare center to serve up to 100 children. Vehicular access would be provided via a proposed access easement to an existing driveway located at the north approach of the Caputo Drive/Barrett Avenue intersection. No improvements to the existing driveway are proposed. The methodology, results, and recommendations of the analysis are discussed below.

Scope of Study

The current General Plan, *Morgan Hill 2035 General Plan*, adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, this traffic operations analysis which includes a peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The traffic operations analysis supplements the California Environmental Quality Act (CEQA) required VMT analysis provided in a separate memorandum. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The purposes of the trip generation and operations analysis is to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project and to determine whether a comprehensive traffic study is required for the proposed project. The analysis consists of an estimation of project trip generation and evaluation peak-hour intersection level of service analysis at intersections in the immediate vicinity of the project site. Traffic conditions were evaluated for the scenarios listed below.

Existing Conditions. Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were represented by traffic counts collected in March 2022 at the study intersections.

Existing Plus Project Conditions. Existing plus project peak-hour traffic volumes were estimated by adding to the existing traffic volumes the additional traffic that would be generated by the proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects of the proposed project on existing traffic conditions.

Year 2025 Cumulative Conditions. Year 2025 Cumulative conditions represent future traffic volumes on the future transportation network. Year 2025 Cumulative conditions include traffic

Figure 1
Site Location

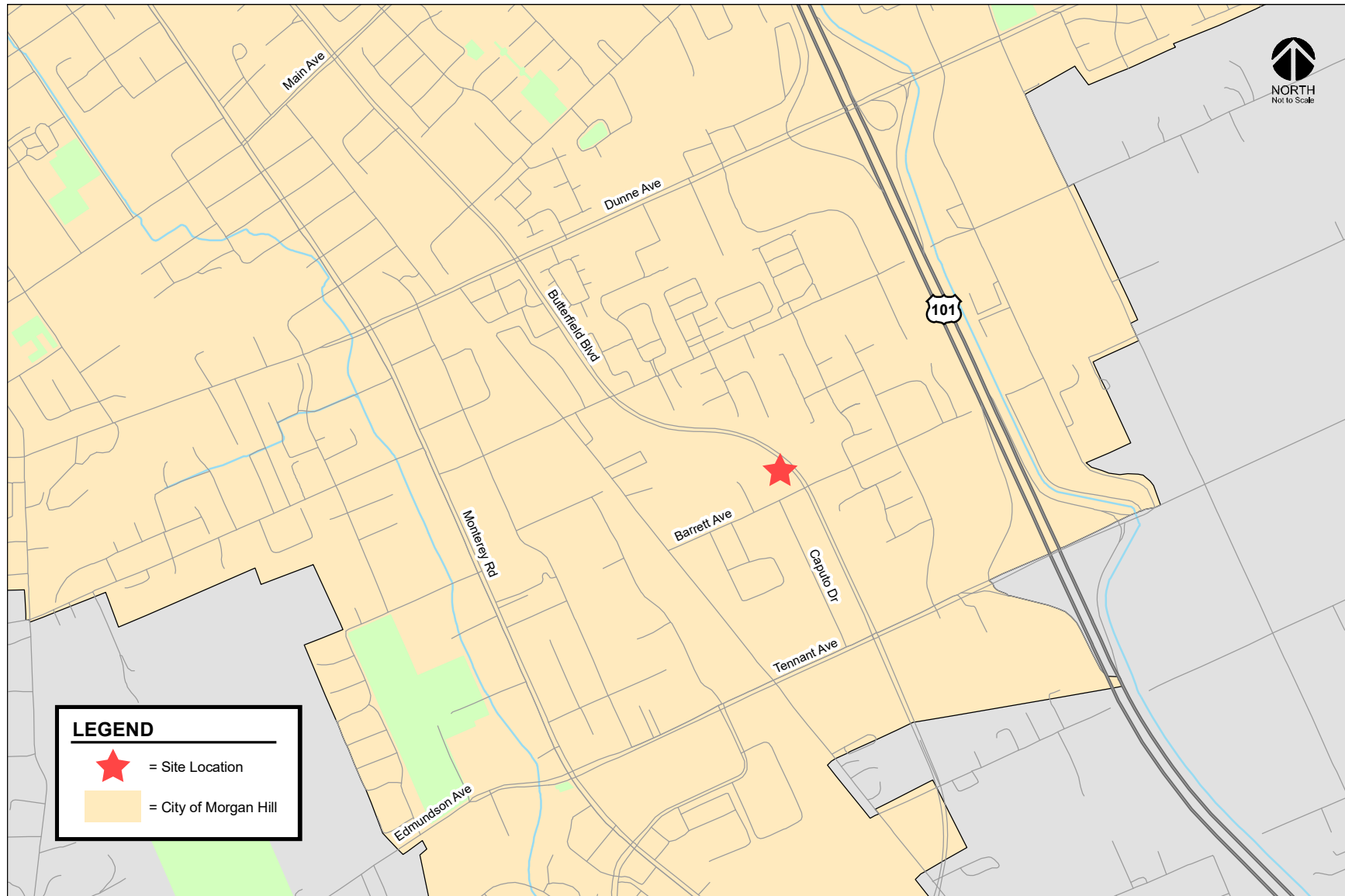
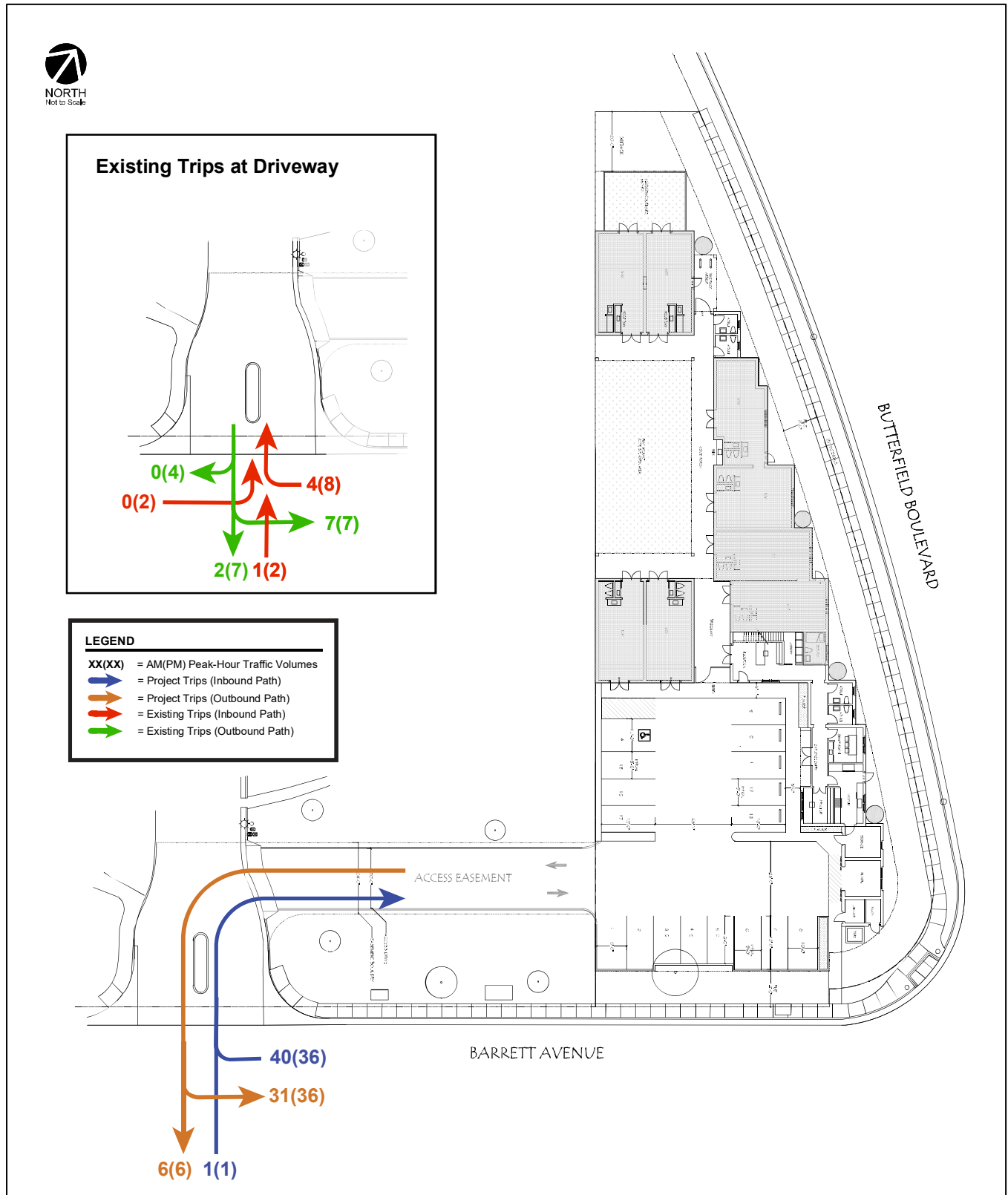


Figure 2
Site Plan and Project Trips at Driveway



growth projected to occur in the Year 2025 without the proposed project, including the proposed Lillian Commons (Rosewood) medical campus facility.

Year 2025 Cumulative with Project Conditions. Year 2025 Cumulative with project conditions consists of Year 2025 Cumulative traffic conditions with the addition of project traffic.

Project Trip Generation Estimates and Assignment

In determining the project trip generation, the magnitude of traffic entering and existing the site is estimated for the AM and PM peak hours. Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition (2017)*. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. Trip generation rates for "Day Care Center" (ITE Land Use 565) were used to estimate the trips generated by the proposed daycare facility. Based on the trip generation rates and the project size, it is estimated that the proposed daycare center will generate 78 new vehicle trips (41 inbound and 37 outbound) during the AM peak hour and 79 vehicle trips (37 inbound and 42 outbound) during the PM peak hour (see Table 1).

Table 1
Trip Generation Summary

Land Use	ITE Land Use Code ¹	Size	Daily		AM Peak Hour						PM Peak Hour					
			Rate	Trip	Pk-Hr Rate	Split		Trip		Total	Pk-Hr Rate	Split		Trip		Total
						In	Out	In	Out			In	Out	In	Out	
Proposed Land Use																
Day Care Center	565	100 children	4.09	409	0.78	53%	47%	41	37	78	0.79	47%	53%	37	42	79
Notes: ¹ Source: ITE <i>Trip Generation Manual</i> , 11th Edition 2021.																

The directional distribution of site-generated traffic to and from the project site was estimated based on the existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, freeway access points, and the locations of complimentary land uses. The peak-hour project trips associated with the proposed project were added to the transportation network in accordance with the distribution pattern. The project trip distribution pattern and assignment of project trips at the study intersections under existing plus project conditions are shown on Figure 3.

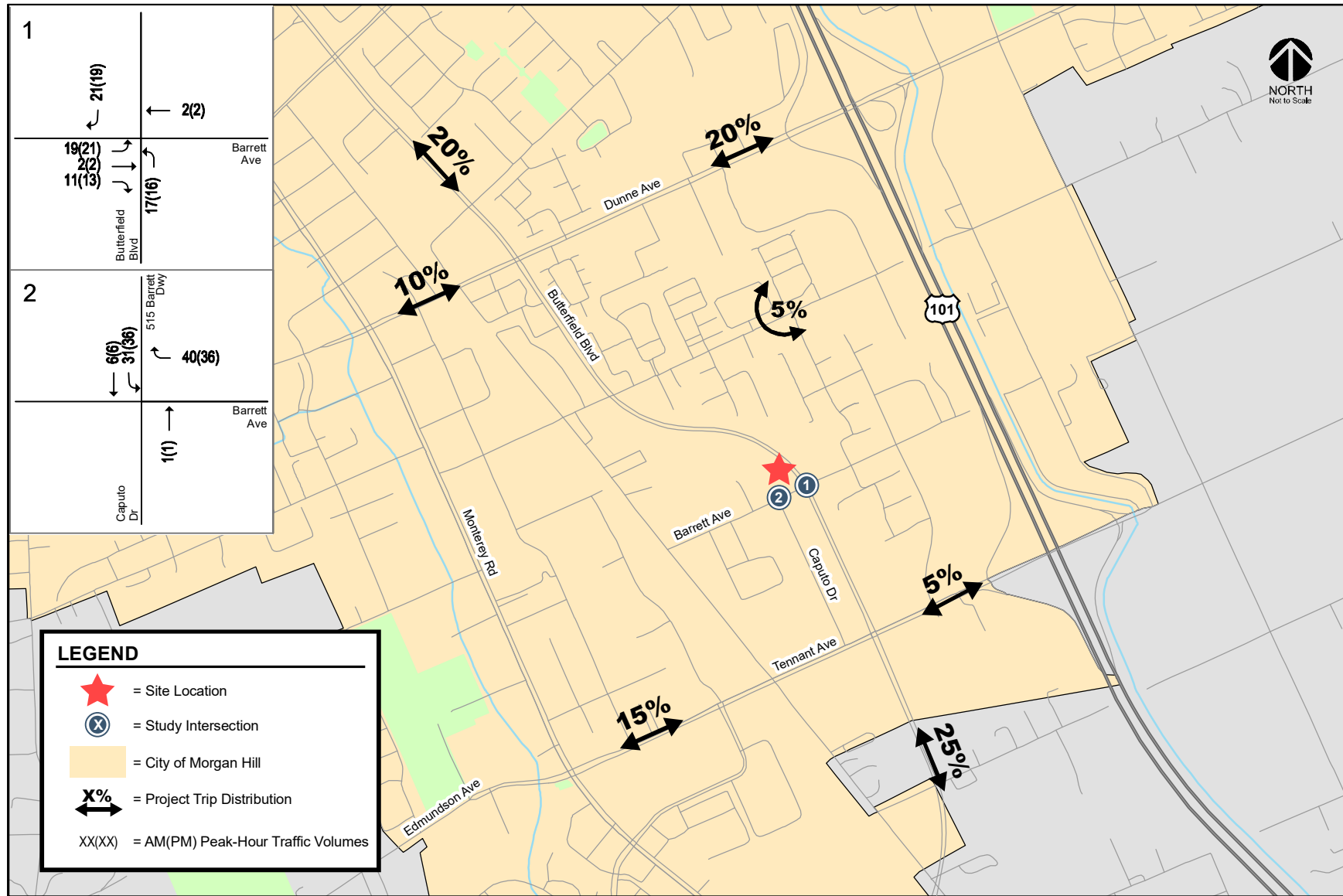
Intersection Level of Service Analysis

Traffic conditions at the intersection of Butterfield Boulevard/Barret Avenue and Caputo Drive/Barrett Avenue were analyzed for the weekday AM and PM peak hours of traffic. Other intersections in the project area were not studied because the addition of project trips will be minimal, less than 10 peak hour trips per lane. The weekday AM peak hour of traffic generally falls within the 7:00 AM to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 PM to 6:00 PM period. It is during these times that the most congested traffic conditions occur on a typical weekday.

Signalized Intersection Analysis

Signalized study intersections are subject to the City of Morgan Hill's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized

Figure 3
Project Trip Distribution and Project Trip Assignment



intersections operations based on average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
 - Main Avenue and Del Monte Avenue
 - Main Avenue and Depot Street
 - Dunne Avenue and Del Monte Avenue
 - Dunne Avenue and Monterey Avenue
 - Dunne Avenue and Church Street
 - Dunne Avenue and Depot Street
 - Cochrane Road and Monterey Road
 - Tennant Avenue and Monterey Road
 - Tennant Avenue and Butterfield Boulevard
 - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
 - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
 - Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse effect on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under no project conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the 2000 HCM methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the 2000 HCM methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The City uses a minimum acceptable level of service standard of LOS D for unsignalized intersections, in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Level of Service Results

The results of the intersection level of service analysis show that the study intersections of Butterfield Boulevard/Barret Avenue and Caputo Drive/Barrett Avenue currently operate and are projected to continue to operate at an acceptable LOS B or better conditions under Year 2025 Cumulative conditions, and the addition of project traffic would not result in the degradation of the study intersections' levels of service during the AM and PM peak hours. Additionally, peak-hour volumes at the unsignalized intersection of Caputo Drive/Barrett Avenue would not meet signal warrant thresholds.

Based on the results of the intersection level of service analysis, the project would not have an adverse effect on operations at the study intersections. The results of level of service analysis are summarized in Table 2.

Site Access

The evaluation of site access is based on the site plan prepared by Casey Trudeau Design dated September 2021. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles.

As shown on Figure 2, vehicular access to the project site would be provided via a proposed access easement to an existing driveway located at the north approach of the Caputo Drive/Barrett Avenue intersection. No improvements to the existing driveway are proposed.

Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a maximum of 41 inbound trips (AM peak-hour) and 42 outbound trips (PM peak-hour) would enter and exit the site. Figure 2 shows the estimated project trips at the project driveway, as well as existing traffic based on turning movement counts collected on March 22, 2022. Based on the relatively low traffic volumes on Barrett Avenue and at the existing driveway, operational issues are not expected to occur at the proposed shared driveway.

Table 2
Intersection Level of Service Summary

Int. #	Intersection	Existing Control	Year 2025 Control	LOS Standard	Peak Hour	Count Date	Existing			Existing + Project					2025 Cumulative No Project			2025 Cumulative Plus Project				
							Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Barrett Avenue and Butterfield Boulevard	Signal	Signal	D	AM	03/22/22	--	10.9	B	--	11.2	B	0.0	0.000	--	12.9	B	--	13.1	B	0.0	0.000
					PM	03/22/22	--	9.9	A	--	10.3	B	0.3	0.014	--	11.5	B	--	11.7	B	0.2	0.011
2	Caputo Drive/515 Barrett Ave Driveway and Barrett Avenue	TWSC	TWSC	D	AM	03/22/22	No	9.4	A	No	9.7	A	N/A	N/A	No	9.7	A	No	10.1	B	N/A	N/A
					PM	03/22/22	No	9.5	A	No	10.0	A	N/A	N/A	No	9.8	A	No	10.5	B	N/A	N/A

Notes:
¹The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection.
The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

Sight Distance

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Barrett Avenue. Landscaping and signage should be located in such a way to ensure an unobstructed view for drivers existing the site. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is most often the stopping sight distance.

Barrett Avenue has a posted speed limit of 30 mph. For a design speed of 30 mph, the recommended Caltrans' stopping sight distance is 200 feet. Based on the project site plan and observations in the field, the proposed shared driveway has adequate sight distance along westbound and eastbound Barrett Avenue.

On-Site Circulation

The project proposes to install a 20-foot wide access easement drive aisle, approximately 50 feet north of the existing driveway on Barrett Avenue. The easement drive aisle would lead to a surface parking lot with space for 17 vehicles. Drive aisles within the parking lot would measure at least 25 feet wide. It should be noted that the parking lot does not have looped drive aisles. Therefore, all entering vehicles must park or turn around within the drive aisles to exit the parking lot.

Passenger loading areas (for drop-off and pick-up) are not indicated on the site plan. Therefore, it is expected that parents will park and accompany their child into and out of classrooms. Based on the trip generation, it is estimated that approximately 41 inbound vehicles will enter during the AM peak-hour. Excessive queueing on-site is not anticipated, assuming that arrivals are spread throughout the AM drop-off period and that most parents will not stay after dropping-off their child. In the event that the parking lot becomes temporarily full, the easement drive aisle would have space for approximately 5 vehicles before the queue reaches the shared driveway.

To ensure that parents are able to park and depart parking spaces, the daycare center should place staff along the easement drive aisle to facilitate entry and exit of the parking lot during peak drop-off/pick-up periods. Ideally staff at the drive aisle would communicate with staff within the facility as parents arrive to efficiently manage the drop-off/pick-up operations. The use of staff during peak drop-off/pick-up periods also would minimize queues that may extend out of the easement drive aisle and block the Barrett Avenue drive aisle.

Given the limited number of parking spaces, the daycare also should consider staggered drop-off/pick-up times to minimize the number of vehicles on-site. An example of a staggered schedule would require half of the student body to be dropped off/picked-up 20 minutes ahead of the other half of the student body.

Transit, Pedestrian, and Bicycle Facility Evaluation

The nearest VTA bus routes in the project area run along Monterey Road. Frequent Route 68 and Rapid Route 568 (Gilroy Transit Center to San Jose Diridon Transit Center) serve bus stops at the intersection of Monterey Avenue and Tennant Avenue, approximately 0.9-mile walking distance from the project site.

In the vicinity of the project site, there are sidewalks along most roadways and crosswalks provided at signalized intersections. There are missing sidewalks along Barrett Avenue located west of the project site. However, the area west of the project site consists of only industrial uses.

There are bike lanes in the project area along Butterfield Boulevard (including along the project frontage), Tennant Avenue, and Monterey Road. The project is not expected to generate a significant amount of bicycle trips. The demand generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Traffic Study Requirements

The need for the preparation of a comprehensive traffic impact analysis for a particular development is based on its estimated trip generation and its effect on surrounding transportation facilities. The City of Morgan Hill requires the completion of a full traffic impact analysis if one of the following criteria are met:

1. Generates 100 or more net new peak hour trips; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Net new peak hour trips are defined as the number of trips generated by the proposed development minus trips generated by existing development on the project site. (This threshold is consistent with the Valley Transportation Authority (VTA) policy.)
2. Adds 50 to 99 net new peak hour trips to the roadway system where nearby intersections are currently operating at or below the City's LOS standard, or projected to operate at or below the City's LOS standard with traffic added by approved developments; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Adjacent or nearby intersections are defined as intersections to which the proposed development or proposed land use change adds 10 or more vehicle peak hour trips per lane.
3. Creates a transportation issue that City staff requests to have analyzed.

The proposed project will result in the addition of 78 net new AM peak-hour trips and 79 net new PM peak-hour trips to the roadway system under existing plus project conditions.

The results of the intersection level of service analysis show that the two study intersections are currently operating at better than the City's LOS standard and the addition of project traffic would not result in the degradation of the study intersections' levels of service during the AM and PM peak hours.

Therefore, the evaluation of trip generation and intersection operations concludes that the proposed project will not result in an adverse effect on operations to intersections in the project area and is consistent with the *Morgan Hill 2035 General Plan* goals and policies. However, City staff ultimately determines the need for traffic studies for new developments.

Appendix B

VMT Assessment



Memorandum

Date: March 31, 2022
To: Nick Pappani, Raney Planning & Management
From: Robert Del Rio, T.E., Luis Descanzo
Subject: VMT Assessment for the Proposed Catalyst Kids Center Development in Morgan Hill, California

Hexagon Transportation Consultants, Inc. has completed a vehicle-miles traveled (VMT) assessment for the proposed Catalyst Kids Center development project located at 0 Barrett Avenue (APN 817-30-080) in Morgan Hill, California (see Figure 1). The project as proposed would consist of an 8,420 square foot (s.f.) daycare center to serve up to 100 children. The purpose of this memorandum is to provide an assessment of the project's effect on VMT. The VMT assessment methodology and results are discussed below.

VMT Assessment Methodology and Results

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

The City of Morgan Hill, at the time of this report, is undertaking a process of updating its General Plan policies to incorporate VMT methodologies and significance thresholds to be consistent with SB 743 but has not released draft thresholds. In the absence of an adopted, or adraft, City policy with impact standards and thresholds, this assessment relies on the Governor's Office of Planning and Research (OPR) guidelines in analyzing the project's effects on VMT.

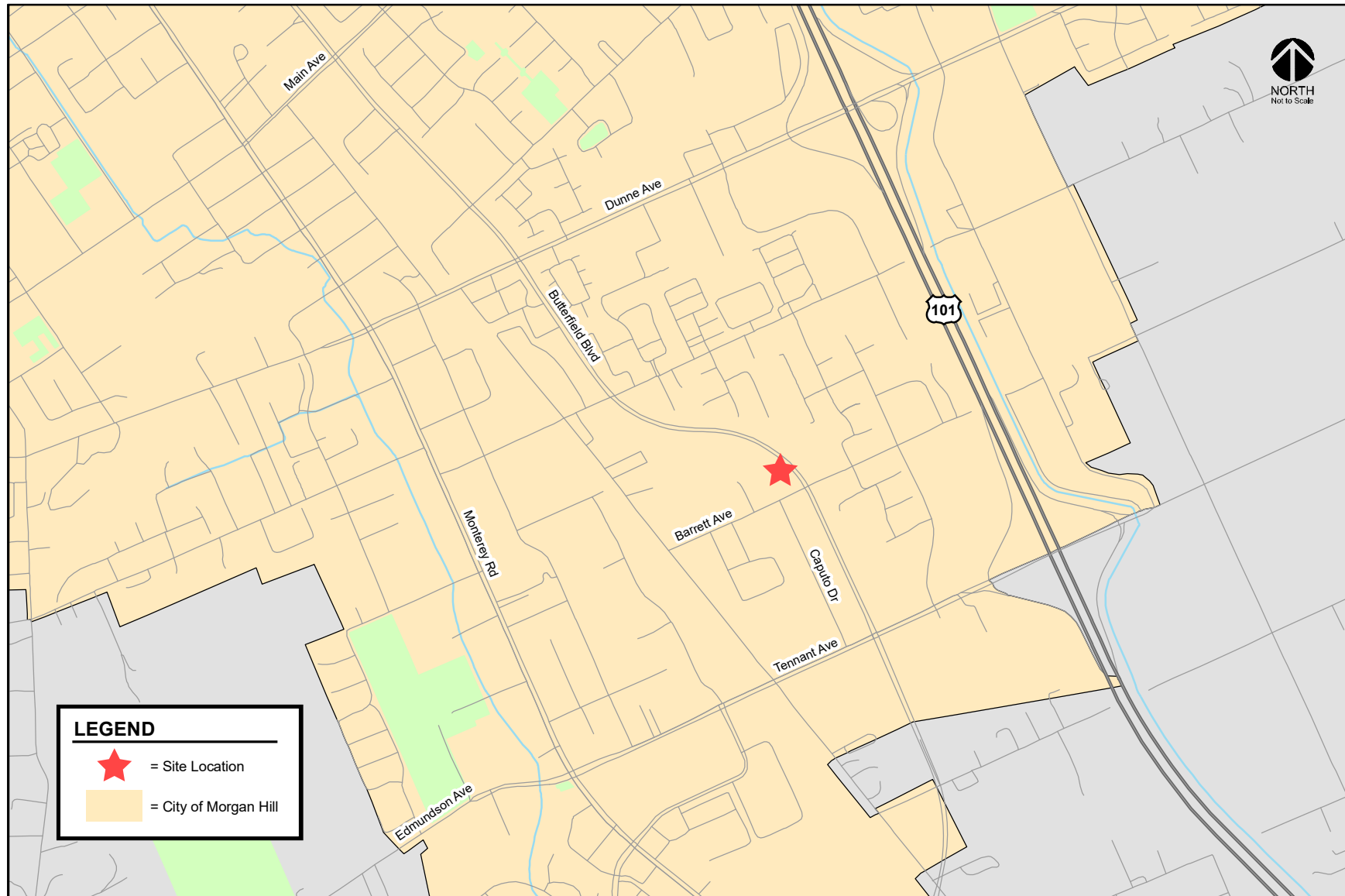
OPR Screening Recommendations

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by OPR in December 2018 provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for the evaluation of land use projects.

The OPR provides screening threshold recommendations that are intended to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed VMT evaluation. The OPR screening thresholds recommendations are based on project size, maps, transit availability, and provision of affordable housing. The OPR recommendations include the screening threshold criteria listed below:

- OPR recommends that office or residential projects not exceeding a level of 15 percent below existing VMT per capita and employee may indicate a less-than-significant impact on VMT.

Figure 1
Site Location



[illegible]

- OPR recommends that projects (including office, residential, retail, and mixed-use developments) proposed within ½ mile of an existing major transit stop or within ¼ mile of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact on VMT.
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.
- OPR recommends that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT.
- ***OPR recommends that local-serving retail developments (considered to be less than 50,000 s.f. in size) may be assumed to cause a less-than-significant impact on VMT.***

As noted above, the OPR screening criteria is limited to general land use categories such as residential, office, industrial, and retail. Therefore, the assessment of VMT for non-standard land uses such as the proposed day care center requires a conversion to an equivalent amount of one of the general land uses that has similar trip generating and trip origin/destination characteristics. The number and origination/destination of daily trips and resulting VMT generated by the proposed day care center would be similar to that of local-serving retail since the day care center will primarily serve families who live within Morgan Hill. Therefore, the VMT assessment is based on a conversion of the proposed day care center to an equivalent amount of local-serving retail space based on a comparison of estimated daily trips using Institute of Transportation Engineers' (ITE) trip rates for the proposed day care center and typical retail uses.

Daily Trip Generation Estimates

Daily site-generated vehicular traffic for the proposed day care center was estimated based on trip generation rates compiled in the ITE *Trip Generation Manual, 11th Edition (2021)*. Rates for "Day Care Center" (ITE Land Use 565) were used to estimate the trips generated by the proposed development. Based on the trip generation rate and the project size, it is estimated that the proposed day care center will generate 409 new daily vehicle trips (see Table 1).

Table 1
Trip Generation Summary

Trip Generation Summary				
Land Use	ITE Land Use Code ¹	Size	Daily	
			Rate	Trip
Proposed Land Use				
Day Care Center	565	100 children	4.09	409
Total Net Project Trips			409	
Equivalent Land Use				
Retail (Shopping Center)	820		37.75	409
Equivalent Retail Square Footage		10,834 Square Feet		
Notes:				
¹ Source: ITE <i>Trip Generation Manual</i> , 11th Edition 2021.				

VMT Assessment

As discussed above, the proposed project was converted to equivalent amount of retail/commercial use for the purpose of the VMT assessment since the OPR screening criteria outlined above are not directly applicable to the proposed day care center uses. The results of the conversion of the proposed day care center to an equivalent amount of retail/commercial space, shown on Table 1, indicate that the proposed development would generate net new daily trips equivalent to that of an approximately 10,834 s.f. retail development.

Per the OPR recommendations, since the daily trips and resulting VMT estimated to be generated by the proposed day care center would be equivalent to that generated by retail uses of less than 50,000 s.f. in size, it may be presumed to be a local-serving facility and would therefore have a less-than-significant impact on VMT. The OPR guidelines suggest that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. As a result of the project having trip-making characteristics of a local-serving retail facility, it can be presumed that the project would have a less-than-significant impact on VMT.

Appendix C

Air Quality and Greenhouse Gas Modeling Results

Catalyst Kids Project - Bay Area AQMD Air District, Annual

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

Catalyst Kids Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Day-Care Center	9.30	1000sqft	0.45	9,295.00	0
Parking Lot	17.00	Space	0.15	6,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage adjusted to reflect site plan.

Construction Phase - Architectural coating phase adjusted to occur at same time as building construction.

Water Mitigation - Outdoor water conservation strategy applied to reflect compliance with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	100.00
tblConstructionPhase	PhaseEndDate	11/20/2023	11/13/2023
tblConstructionPhase	PhaseEndDate	11/6/2023	10/30/2023
tblConstructionPhase	PhaseEndDate	6/19/2023	6/5/2023
tblConstructionPhase	PhaseEndDate	11/13/2023	6/12/2023

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tblConstructionPhase	PhaseEndDate	6/15/2023	6/1/2023
tblConstructionPhase	PhaseStartDate	11/14/2023	6/27/2023
tblConstructionPhase	PhaseStartDate	6/20/2023	6/13/2023
tblConstructionPhase	PhaseStartDate	6/16/2023	6/2/2023
tblConstructionPhase	PhaseStartDate	11/7/2023	6/6/2023
tblConstructionPhase	PhaseStartDate	6/15/2023	6/1/2023
tblLandUse	LotAcreage	0.21	0.45

2.0 Emissions Summary

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

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0953	0.4206	0.4827	8.3000e-004	0.0102	0.0208	0.0310	3.8400e-003	0.0194	0.0233	0.0000	72.6677	72.6677	0.0183	5.2000e-004	73.2796
Maximum	0.0953	0.4206	0.4827	8.3000e-004	0.0102	0.0208	0.0310	3.8400e-003	0.0194	0.0233	0.0000	72.6677	72.6677	0.0183	5.2000e-004	73.2796

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0953	0.4206	0.4827	8.3000e-004	0.0102	0.0208	0.0310	3.8400e-003	0.0194	0.0233	0.0000	72.6676	72.6676	0.0183	5.2000e-004	73.2796
Maximum	0.0953	0.4206	0.4827	8.3000e-004	0.0102	0.0208	0.0310	3.8400e-003	0.0194	0.0233	0.0000	72.6676	72.6676	0.0183	5.2000e-004	73.2796

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2023	8-31-2023	0.2989	0.2989
2	9-1-2023	9-30-2023	0.1040	0.1040
		Highest	0.2989	0.2989

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0418	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Energy	9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	13.7717	13.7717	9.4000e-004	2.6000e-004	13.8721
Mobile	0.1083	0.0984	0.8205	1.3900e-003	0.1442	1.1200e-003	0.1453	0.0385	1.0400e-003	0.0396	0.0000	130.0781	130.0781	0.0118	7.7000e-003	132.6669
Waste						0.0000	0.0000		0.0000	0.0000	2.4521	0.0000	2.4521	0.1449	0.0000	6.0751
Water						0.0000	0.0000		0.0000	0.0000	0.1264	0.5313	0.6577	0.0131	3.2000e-004	1.0789
Total	0.1510	0.1067	0.8277	1.4400e-003	0.1442	1.7500e-003	0.1459	0.0385	1.6700e-003	0.0402	2.5785	144.3815	146.9601	0.1707	8.2800e-003	153.6934

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0418	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Energy	9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	13.7717	13.7717	9.4000e-004	2.6000e-004	13.8721
Mobile	0.1083	0.0984	0.8205	1.3900e-003	0.1442	1.1200e-003	0.1453	0.0385	1.0400e-003	0.0396	0.0000	130.0781	130.0781	0.0118	7.7000e-003	132.6669
Waste						0.0000	0.0000		0.0000	0.0000	2.4521	0.0000	2.4521	0.1449	0.0000	6.0751
Water						0.0000	0.0000		0.0000	0.0000	0.1264	0.4649	0.5913	0.0131	3.2000e-004	1.0119
Total	0.1510	0.1067	0.8277	1.4400e-003	0.1442	1.7500e-003	0.1459	0.0385	1.6700e-003	0.0402	2.5785	144.3152	146.8937	0.1707	8.2800e-003	153.6264

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.01	0.00	0.04

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2023	6/1/2023	5	1	
2	Grading	Grading	6/2/2023	6/5/2023	5	2	
3	Building Construction	Building Construction	6/13/2023	10/30/2023	5	100	

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

4	Paving	Paving	6/6/2023	6/12/2023	5	5
5	Architectural Coating	Architectural Coating	6/27/2023	11/13/2023	5	100

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,943; Non-Residential Outdoor: 4,648; Striped Parking Area: 408 (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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

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Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	3.0900e-003	1.9600e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309
Total	2.7000e-004	3.0900e-003	1.9600e-003	0.0000	2.7000e-004	1.1000e-004	3.8000e-004	3.0000e-005	1.0000e-004	1.3000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309

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3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0155	0.0155	0.0000	0.0000	0.0156
Total	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0155	0.0155	0.0000	0.0000	0.0156

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	3.0900e-003	1.9600e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309
Total	2.7000e-004	3.0900e-003	1.9600e-003	0.0000	2.7000e-004	1.1000e-004	3.8000e-004	3.0000e-005	1.0000e-004	1.3000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309

Catalyst Kids Project - Bay Area AQMD Air District, Annual

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

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0155	0.0155	0.0000	0.0000	0.0156
Total	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0155	0.0155	0.0000	0.0000	0.0156

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-004	0.0102	5.5500e-003	1.0000e-005		4.2000e-004	4.2000e-004		3.9000e-004	3.9000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481
Total	9.3000e-004	0.0102	5.5500e-003	1.0000e-005	5.3100e-003	4.2000e-004	5.7300e-003	2.5700e-003	3.9000e-004	2.9600e-003	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481

Catalyst Kids Project - Bay Area AQMD Air District, Annual

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

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500

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					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-004	0.0102	5.5500e-003	1.0000e-005		4.2000e-004	4.2000e-004		3.9000e-004	3.9000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481
Total	9.3000e-004	0.0102	5.5500e-003	1.0000e-005	5.3100e-003	4.2000e-004	5.7300e-003	2.5700e-003	3.9000e-004	2.9600e-003	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481

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

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500
Total	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0495	0.0495	0.0000	0.0000	0.0500

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093
Total	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093

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

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	6.6700e-003	2.0900e-003	3.0000e-005	9.8000e-004	4.0000e-005	1.0200e-003	2.8000e-004	4.0000e-005	3.2000e-004	0.0000	2.9609	2.9609	6.0000e-005	4.4000e-004	3.0930
Worker	9.0000e-004	6.1000e-004	7.7600e-003	2.0000e-005	2.7700e-003	1.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1676	2.1676	6.0000e-005	6.0000e-005	2.1868
Total	1.0600e-003	7.2800e-003	9.8500e-003	5.0000e-005	3.7500e-003	5.0000e-005	3.8000e-003	1.0200e-003	5.0000e-005	1.0700e-003	0.0000	5.1285	5.1285	1.2000e-004	5.0000e-004	5.2798

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	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093
Total	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093

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

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	6.6700e-003	2.0900e-003	3.0000e-005	9.8000e-004	4.0000e-005	1.0200e-003	2.8000e-004	4.0000e-005	3.2000e-004	0.0000	2.9609	2.9609	6.0000e-005	4.4000e-004	3.0930
Worker	9.0000e-004	6.1000e-004	7.7600e-003	2.0000e-005	2.7700e-003	1.0000e-005	2.7800e-003	7.4000e-004	1.0000e-005	7.5000e-004	0.0000	2.1676	2.1676	6.0000e-005	6.0000e-005	2.1868
Total	1.0600e-003	7.2800e-003	9.8500e-003	5.0000e-005	3.7500e-003	5.0000e-005	3.8000e-003	1.0200e-003	5.0000e-005	1.0700e-003	0.0000	5.1285	5.1285	1.2000e-004	5.0000e-004	5.2798

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	2.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.7300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669

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

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2787	0.2787	1.0000e-005	1.0000e-005	0.2812
Total	1.2000e-004	8.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2787	0.2787	1.0000e-005	1.0000e-005	0.2812

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	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	2.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.7300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669

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

3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2787	0.2787	1.0000e-005	1.0000e-005	0.2812
Total	1.2000e-004	8.0000e-005	1.0000e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.2787	0.2787	1.0000e-005	1.0000e-005	0.2812

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0499					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5800e-003	0.0652	0.0906	1.5000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	12.7663	12.7663	7.6000e-004	0.0000	12.7854
Total	0.0595	0.0652	0.0906	1.5000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	12.7663	12.7663	7.6000e-004	0.0000	12.7854

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

3.6 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	1.1100e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3097	0.3097	1.0000e-005	1.0000e-005	0.3124
Total	1.3000e-004	9.0000e-005	1.1100e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3097	0.3097	1.0000e-005	1.0000e-005	0.3124

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0499					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5800e-003	0.0652	0.0906	1.5000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	12.7663	12.7663	7.6000e-004	0.0000	12.7854
Total	0.0595	0.0652	0.0906	1.5000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	12.7663	12.7663	7.6000e-004	0.0000	12.7854

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

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	1.1100e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3097	0.3097	1.0000e-005	1.0000e-005	0.3124
Total	1.3000e-004	9.0000e-005	1.1100e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3097	0.3097	1.0000e-005	1.0000e-005	0.3124

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1083	0.0984	0.8205	1.3900e-003	0.1442	1.1200e-003	0.1453	0.0385	1.0400e-003	0.0396	0.0000	130.0781	130.0781	0.0118	7.7000e-003	132.6669
Unmitigated	0.1083	0.0984	0.8205	1.3900e-003	0.1442	1.1200e-003	0.1453	0.0385	1.0400e-003	0.0396	0.0000	130.0781	130.0781	0.0118	7.7000e-003	132.6669

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	442.63	57.81	54.28	391,181	391,181
Parking Lot	0.00	0.00	0.00		
Total	442.63	57.81	54.28	391,181	391,181

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
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
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
Day-Care Center	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

5.0 Energy Detail

Catalyst Kids Project - Bay Area AQMD Air District, Annual

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

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	4.7095	4.7095	7.6000e-004	9.0000e-005	4.7560
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4.7095	4.7095	7.6000e-004	9.0000e-005	4.7560
NaturalGas Mitigated	9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0622	9.0622	1.7000e-004	1.7000e-004	9.1161
NaturalGas Unmitigated	9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0622	9.0622	1.7000e-004	1.7000e-004	9.1161

Catalyst Kids Project - Bay Area AQMD Air District, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Day-Care Center	169820	9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0622	9.0622	1.7000e-004	1.7000e-004	9.1161
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		9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0622	9.0622	1.7000e-004	1.7000e-004	9.1161

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					
Day-Care Center	169820	9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0622	9.0622	1.7000e-004	1.7000e-004	9.1161
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		9.2000e-004	8.3200e-003	6.9900e-003	5.0000e-005		6.3000e-004	6.3000e-004		6.3000e-004	6.3000e-004	0.0000	9.0622	9.0622	1.7000e-004	1.7000e-004	9.1161

Catalyst Kids Project - Bay Area AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	48519.9	4.4892	7.3000e-004	9.0000e-005	4.5336
Parking Lot	2380	0.2202	4.0000e-005	0.0000	0.2224
Total		4.7095	7.7000e-004	9.0000e-005	4.7560

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	48519.9	4.4892	7.3000e-004	9.0000e-005	4.5336
Parking Lot	2380	0.2202	4.0000e-005	0.0000	0.2224
Total		4.7095	7.7000e-004	9.0000e-005	4.7560

6.0 Area Detail

Catalyst Kids Project - Bay Area AQMD Air District, Annual

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

6.1 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	0.0418	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Unmitigated	0.0418	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004

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	4.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0367					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Total	0.0418	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.9900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0367					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004
Total	0.0418	0.0000	2.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.7000e-004	4.7000e-004	0.0000	0.0000	5.0000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Catalyst Kids Project - Bay Area AQMD Air District, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.5913	0.0131	3.2000e-004	1.0119
Unmitigated	0.6577	0.0131	3.2000e-004	1.0789

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	0.398444 / 1.02457	0.6577	0.0131	3.2000e-004	1.0789
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.6577	0.0131	3.2000e-004	1.0789

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	0.398444 / 0.819656	0.5913	0.0131	3.2000e-004	1.0119
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.5913	0.0131	3.2000e-004	1.0119

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.4521	0.1449	0.0000	6.0751
Unmitigated	2.4521	0.1449	0.0000	6.0751

Catalyst Kids Project - Bay Area AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	12.08	2.4521	0.1449	0.0000	6.0751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.4521	0.1449	0.0000	6.0751

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	12.08	2.4521	0.1449	0.0000	6.0751
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.4521	0.1449	0.0000	6.0751

9.0 Operational Offroad

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

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
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11.0 Vegetation

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

Catalyst Kids Project

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Day-Care Center	9.30	1000sqft	0.45	9,295.00	0
Parking Lot	17.00	Space	0.15	6,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage adjusted to reflect site plan.

Construction Phase - Architectural coating phase adjusted to occur at same time as building construction.

Water Mitigation - Outdoor water conservation strategy applied to reflect compliance with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	100.00
tblConstructionPhase	PhaseEndDate	11/20/2023	11/13/2023
tblConstructionPhase	PhaseEndDate	11/6/2023	10/30/2023
tblConstructionPhase	PhaseEndDate	6/19/2023	6/5/2023
tblConstructionPhase	PhaseEndDate	11/13/2023	6/12/2023

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

tblConstructionPhase	PhaseEndDate	6/15/2023	6/1/2023
tblConstructionPhase	PhaseStartDate	11/14/2023	6/27/2023
tblConstructionPhase	PhaseStartDate	6/20/2023	6/13/2023
tblConstructionPhase	PhaseStartDate	6/16/2023	6/2/2023
tblConstructionPhase	PhaseStartDate	11/7/2023	6/6/2023
tblConstructionPhase	PhaseStartDate	6/15/2023	6/1/2023
tblLandUse	LotAcreage	0.21	0.45

2.0 Emissions Summary

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8466	10.1913	9.1405	0.0156	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,509.6028	1,509.6028	0.4429	0.0110	1,522.3115
Maximum	1.8466	10.1913	9.1405	0.0156	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,509.6028	1,509.6028	0.4429	0.0110	1,522.3115

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8466	10.1913	9.1405	0.0156	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,509.6028	1,509.6028	0.4429	0.0110	1,522.3115
Maximum	1.8466	10.1913	9.1405	0.0156	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,509.6028	1,509.6028	0.4429	0.0110	1,522.3115

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

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Energy	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
Mobile	0.9126	0.6613	5.7331	0.0107	1.0971	8.1800e-003	1.1053	0.2922	7.6100e-003	0.2998		1,104.332 1	1,104.332 1	0.0860	0.0586	1,123.946 1
Total	1.1466	0.7069	5.7741	0.0110	1.0971	0.0117	1.1088	0.2922	0.0111	0.3033		1,159.074 2	1,159.074 2	0.0871	0.0596	1,179.013 9

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	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Energy	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
Mobile	0.9126	0.6613	5.7331	0.0107	1.0971	8.1800e-003	1.1053	0.2922	7.6100e-003	0.2998		1,104.332 1	1,104.332 1	0.0860	0.0586	1,123.946 1
Total	1.1466	0.7069	5.7741	0.0110	1.0971	0.0117	1.1088	0.2922	0.0111	0.3033		1,159.074 2	1,159.074 2	0.0871	0.0596	1,179.013 9

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	Site Preparation	Site Preparation	6/1/2023	6/1/2023	5	1	
2	Grading	Grading	6/2/2023	6/5/2023	5	2	
3	Building Construction	Building Construction	6/13/2023	10/30/2023	5	100	
4	Paving	Paving	6/6/2023	6/12/2023	5	5	
5	Architectural Coating	Architectural Coating	6/27/2023	11/13/2023	5	100	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,943; Non-Residential Outdoor: 4,648; Striped Parking Area: 408 (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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	0.5348	6.1887	3.9239	9.7300e-003	0.5303	0.2266	0.7568	0.0573	0.2084	0.2657		942.4317	942.4317	0.3048		950.0517

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0135	7.7700e-003	0.1195	3.6000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		36.4423	36.4423	9.2000e-004	8.6000e-004	36.7229
Total	0.0135	7.7700e-003	0.1195	3.6000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		36.4423	36.4423	9.2000e-004	8.6000e-004	36.7229

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	0.5348	6.1887	3.9239	9.7300e-003	0.5303	0.2266	0.7568	0.0573	0.2084	0.2657	0.0000	942.4317	942.4317	0.3048		950.0517

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0135	7.7700e-003	0.1195	3.6000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		36.4423	36.4423	9.2000e-004	8.6000e-004	36.7229
Total	0.0135	7.7700e-003	0.1195	3.6000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		36.4423	36.4423	9.2000e-004	8.6000e-004	36.7229

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.771 3	1,364.771 3	0.4414		1,375.806 2
Total	0.9335	10.1789	5.5516	0.0141	5.3119	0.4201	5.7320	2.5686	0.3865	2.9550		1,364.771 3	1,364.771 3	0.4414		1,375.806 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566
Total	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.771 3	1,364.771 3	0.4414		1,375.806 2
Total	0.9335	10.1789	5.5516	0.0141	5.3119	0.4201	5.7320	2.5686	0.3865	2.9550	0.0000	1,364.771 3	1,364.771 3	0.4414		1,375.806 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566
Total	0.0216	0.0124	0.1912	5.7000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		58.3076	58.3076	1.4700e-003	1.3800e-003	58.7566

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2600e-003	0.1287	0.0411	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.5900e-003		65.2383	65.2383	1.3400e-003	9.6400e-003	68.1457
Worker	0.0189	0.0109	0.1673	5.0000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		51.0192	51.0192	1.2900e-003	1.2100e-003	51.4120
Total	0.0222	0.1396	0.2084	1.1100e-003	0.0778	1.0700e-003	0.0789	0.0211	1.0100e-003	0.0221		116.2575	116.2575	2.6300e-003	0.0109	119.5577

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.2600e-003	0.1287	0.0411	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.5900e-003		65.2383	65.2383	1.3400e-003	9.6400e-003	68.1457
Worker	0.0189	0.0109	0.1673	5.0000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		51.0192	51.0192	1.2900e-003	1.2100e-003	51.4120
Total	0.0222	0.1396	0.2084	1.1100e-003	0.0778	1.0700e-003	0.0789	0.0211	1.0100e-003	0.0221		116.2575	116.2575	2.6300e-003	0.0109	119.5577

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6898	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331

Unmitigated Construction Off-Site

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

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6898	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331

Mitigated Construction Off-Site

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

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.9978					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	1.1894	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446
Total	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.9978					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	1.1894	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446
Total	2.7000e-003	1.5500e-003	0.0239	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		7.2885	7.2885	1.8000e-004	1.7000e-004	7.3446

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	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	0.9126	0.6613	5.7331	0.0107	1.0971	8.1800e-003	1.1053	0.2922	7.6100e-003	0.2998		1,104.3321	1,104.3321	0.0860	0.0586	1,123.9461
Unmitigated	0.9126	0.6613	5.7331	0.0107	1.0971	8.1800e-003	1.1053	0.2922	7.6100e-003	0.2998		1,104.3321	1,104.3321	0.0860	0.0586	1,123.9461

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	442.63	57.81	54.28	391,181	391,181
Parking Lot	0.00	0.00	0.00		
Total	442.63	57.81	54.28	391,181	391,181

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
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Day-Care Center	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

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	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
NaturalGas Unmitigated	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Day-Care Center	465.259	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
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		5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617

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					
Day-Care Center	0.465259	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
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		5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617

6.0 Area Detail

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

6.1 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	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Unmitigated	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0273					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5000e-004	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Total	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0273					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5000e-004	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Total	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Catalyst Kids Project - Bay Area AQMD Air District, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 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
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11.0 Vegetation

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

Catalyst Kids Project
Bay Area AQMD Air District, Winter**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Day-Care Center	9.30	1000sqft	0.45	9,295.00	0
Parking Lot	17.00	Space	0.15	6,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage adjusted to reflect site plan.

Construction Phase - Architectural coating phase adjusted to occur at same time as building construction.

Water Mitigation - Outdoor water conservation strategy applied to reflect compliance with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	100.00
tblConstructionPhase	PhaseEndDate	11/20/2023	11/13/2023
tblConstructionPhase	PhaseEndDate	11/6/2023	10/30/2023
tblConstructionPhase	PhaseEndDate	6/19/2023	6/5/2023
tblConstructionPhase	PhaseEndDate	11/13/2023	6/12/2023

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

tblConstructionPhase	PhaseEndDate	6/15/2023	6/1/2023
tblConstructionPhase	PhaseStartDate	11/14/2023	6/27/2023
tblConstructionPhase	PhaseStartDate	6/20/2023	6/13/2023
tblConstructionPhase	PhaseStartDate	6/16/2023	6/2/2023
tblConstructionPhase	PhaseStartDate	11/7/2023	6/6/2023
tblConstructionPhase	PhaseStartDate	6/15/2023	6/1/2023
tblLandUse	LotAcreage	0.21	0.45

2.0 Emissions Summary

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8470	10.1942	9.1338	0.0155	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,505.563 2	1,505.563 2	0.4431	0.0113	1,518.346 2
Maximum	1.8470	10.1942	9.1338	0.0155	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,505.563 2	1,505.563 2	0.4431	0.0113	1,518.346 2

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8470	10.1942	9.1338	0.0155	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,505.563 2	1,505.563 2	0.4431	0.0113	1,518.346 2
Maximum	1.8470	10.1942	9.1338	0.0155	5.3777	0.4204	5.7981	2.5860	0.3868	2.9728	0.0000	1,505.563 2	1,505.563 2	0.4431	0.0113	1,518.346 2

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

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Energy	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
Mobile	0.7884	0.7638	6.5317	0.0101	1.0971	8.1800e-003	1.1053	0.2922	7.6200e-003	0.2998		1,045.5067	1,045.5067	0.1022	0.0649	1,067.3919
Total	1.0224	0.8094	6.5727	0.0104	1.0971	0.0117	1.1088	0.2922	0.0111	0.3033		1,100.2488	1,100.2488	0.1033	0.0659	1,122.4597

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	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Energy	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
Mobile	0.7884	0.7638	6.5317	0.0101	1.0971	8.1800e-003	1.1053	0.2922	7.6200e-003	0.2998		1,045.5067	1,045.5067	0.1022	0.0649	1,067.3919
Total	1.0224	0.8094	6.5727	0.0104	1.0971	0.0117	1.1088	0.2922	0.0111	0.3033		1,100.2488	1,100.2488	0.1033	0.0659	1,122.4597

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	Site Preparation	Site Preparation	6/1/2023	6/1/2023	5	1	
2	Grading	Grading	6/2/2023	6/5/2023	5	2	
3	Building Construction	Building Construction	6/13/2023	10/30/2023	5	100	
4	Paving	Paving	6/6/2023	6/12/2023	5	5	
5	Architectural Coating	Architectural Coating	6/27/2023	11/13/2023	5	100	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0.15

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 13,943; Non-Residential Outdoor: 4,648; Striped Parking Area: 408 (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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	7.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	0.5348	6.1887	3.9239	9.7300e-003	0.5303	0.2266	0.7568	0.0573	0.2084	0.2657		942.4317	942.4317	0.3048		950.0517

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	9.5900e-003	0.1145	3.3000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		33.8592	33.8592	1.0400e-003	1.0000e-003	34.1818
Total	0.0139	9.5900e-003	0.1145	3.3000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		33.8592	33.8592	1.0400e-003	1.0000e-003	34.1818

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.2 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	0.5348	6.1887	3.9239	9.7300e-003	0.5303	0.2266	0.7568	0.0573	0.2084	0.2657	0.0000	942.4317	942.4317	0.3048		950.0517

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	9.5900e-003	0.1145	3.3000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		33.8592	33.8592	1.0400e-003	1.0000e-003	34.1818
Total	0.0139	9.5900e-003	0.1145	3.3000e-004	0.0411	2.0000e-004	0.0413	0.0109	1.9000e-004	0.0111		33.8592	33.8592	1.0400e-003	1.0000e-003	34.1818

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.771 3	1,364.771 3	0.4414		1,375.806 2
Total	0.9335	10.1789	5.5516	0.0141	5.3119	0.4201	5.7320	2.5686	0.3865	2.9550		1,364.771 3	1,364.771 3	0.4414		1,375.806 2

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909
Total	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.3 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.771 3	1,364.771 3	0.4414		1,375.806 2
Total	0.9335	10.1789	5.5516	0.0141	5.3119	0.4201	5.7320	2.5686	0.3865	2.9550	0.0000	1,364.771 3	1,364.771 3	0.4414		1,375.806 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909
Total	0.0222	0.0153	0.1832	5.3000e-004	0.0657	3.3000e-004	0.0660	0.0174	3.0000e-004	0.0177		54.1746	54.1746	1.6700e-003	1.5900e-003	54.6909

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.1362	0.0425	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.6000e-003		65.3316	65.3316	1.3300e-003	9.6700e-003	68.2461
Worker	0.0194	0.0134	0.1603	4.6000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		47.4028	47.4028	1.4600e-003	1.3900e-003	47.8546
Total	0.0226	0.1496	0.2028	1.0700e-003	0.0778	1.0700e-003	0.0789	0.0211	1.0100e-003	0.0221		112.7344	112.7344	2.7900e-003	0.0111	116.1007

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.608 9	1,104.608 9	0.3573		1,113.540 2
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.608 9	1,104.608 9	0.3573		1,113.540 2

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1500e-003	0.1362	0.0425	6.1000e-004	0.0203	7.8000e-004	0.0211	5.8500e-003	7.5000e-004	6.6000e-003		65.3316	65.3316	1.3300e-003	9.6700e-003	68.2461
Worker	0.0194	0.0134	0.1603	4.6000e-004	0.0575	2.9000e-004	0.0578	0.0153	2.6000e-004	0.0155		47.4028	47.4028	1.4600e-003	1.3900e-003	47.8546
Total	0.0226	0.1496	0.2028	1.0700e-003	0.0778	1.0700e-003	0.0789	0.0211	1.0100e-003	0.0221		112.7344	112.7344	2.7900e-003	0.0111	116.1007

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6898	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546
Total	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.5 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0786					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6898	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546
Total	0.0499	0.0345	0.4121	1.1900e-003	0.1479	7.3000e-004	0.1486	0.0392	6.8000e-004	0.0399		121.8929	121.8929	3.7600e-003	3.5800e-003	123.0546

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.9978					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	1.1894	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364
Total	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.9978					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	1.1894	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364
Total	2.7700e-003	1.9200e-003	0.0229	7.0000e-005	8.2100e-003	4.0000e-005	8.2600e-003	2.1800e-003	4.0000e-005	2.2200e-003		6.7718	6.7718	2.1000e-004	2.0000e-004	6.8364

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	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	0.7884	0.7638	6.5317	0.0101	1.0971	8.1800e-003	1.1053	0.2922	7.6200e-003	0.2998		1,045,506 7	1,045,506 7	0.1022	0.0649	1,067.391 9
Unmitigated	0.7884	0.7638	6.5317	0.0101	1.0971	8.1800e-003	1.1053	0.2922	7.6200e-003	0.2998		1,045,506 7	1,045,506 7	0.1022	0.0649	1,067.391 9

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	442.63	57.81	54.28	391,181	391,181
Parking Lot	0.00	0.00	0.00		
Total	442.63	57.81	54.28	391,181	391,181

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Day-Care Center	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871
Parking Lot	0.553342	0.058522	0.188738	0.121080	0.023016	0.005623	0.010412	0.007562	0.000987	0.000568	0.026444	0.000834	0.002871

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	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
NaturalGas Unmitigated	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Day-Care Center	465.259	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
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		5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617

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					
Day-Care Center	0.465259	5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617
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		5.0200e-003	0.0456	0.0383	2.7000e-004		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003		54.7364	54.7364	1.0500e-003	1.0000e-003	55.0617

6.0 Area Detail

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

6.1 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	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Unmitigated	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0273					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5000e-004	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Total	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0273					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5000e-004	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003
Total	0.2289	2.0000e-005	2.6800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		5.7500e-003	5.7500e-003	2.0000e-005		6.1300e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Catalyst Kids Project - Bay Area AQMD Air District, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Catalyst Kids Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Bay Area AQMD Air District, Mitigation Report****Construction Mitigation Summary**

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

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

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	4	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	2	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Pavers	Diesel	No Change	0	1	No Change	0.00
Rollers	Diesel	No Change	0	1	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	1	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	5	No Change	0.00

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	9.58000E-003	6.51500E-002	9.05600E-002	1.50000E-004	3.54000E-003	3.54000E-003	0.00000E+000	1.27663E+001	1.27663E+001	7.60000E-004	0.00000E+000	1.27854E+001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Cranes	8.79000E-003	9.53900E-002	4.58600E-002	1.40000E-004	3.98000E-003	3.66000E-003	0.00000E+000	1.26738E+001	1.26738E+001	4.10000E-003	0.00000E+000	1.27763E+001
Forklifts	7.69000E-003	7.19800E-002	8.58600E-002	1.10000E-004	4.45000E-003	4.09000E-003	0.00000E+000	1.00719E+001	1.00719E+001	3.26000E-003	0.00000E+000	1.01533E+001
Graders	4.80000E-004	5.82000E-003	2.12000E-003	1.00000E-005	1.90000E-004	1.70000E-004	0.00000E+000	7.26720E-001	7.26720E-001	2.40000E-004	0.00000E+000	7.32590E-001
Pavers	4.20000E-004	4.12000E-003	6.31000E-003	1.00000E-005	1.90000E-004	1.80000E-004	0.00000E+000	9.03360E-001	9.03360E-001	2.90000E-004	0.00000E+000	9.10670E-001
Rollers	3.40000E-004	3.52000E-003	4.05000E-003	1.00000E-005	1.90000E-004	1.80000E-004	0.00000E+000	5.04270E-001	5.04270E-001	1.60000E-004	0.00000E+000	5.08350E-001
Rubber Tired Dozers	5.10000E-004	5.35000E-003	2.33000E-003	1.00000E-005	2.40000E-004	2.20000E-004	0.00000E+000	5.62680E-001	5.62680E-001	1.80000E-004	0.00000E+000	5.67230E-001
Tractors/Loaders/Backhoes	1.56800E-002	1.59040E-001	2.31080E-001	3.20000E-004	7.85000E-003	7.22000E-003	0.00000E+000	2.83332E+001	2.83332E+001	9.16000E-003	0.00000E+000	2.85623E+001

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	9.58000E-003	6.51500E-002	9.05600E-002	1.50000E-004	3.54000E-003	3.54000E-003	0.00000E+000	1.27663E+001	1.27663E+001	7.60000E-004	0.00000E+000	1.27854E+001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44600E-001
Cranes	8.79000E-003	9.53900E-002	4.58600E-002	1.40000E-004	3.98000E-003	3.66000E-003	0.00000E+000	1.26738E+001	1.26738E+001	4.10000E-003	0.00000E+000	1.27763E+001
Forklifts	7.69000E-003	7.19800E-002	8.58600E-002	1.10000E-004	4.45000E-003	4.09000E-003	0.00000E+000	1.00718E+001	1.00718E+001	3.26000E-003	0.00000E+000	1.01533E+001
Graders	4.80000E-004	5.82000E-003	2.12000E-003	1.00000E-005	1.90000E-004	1.70000E-004	0.00000E+000	7.26720E-001	7.26720E-001	2.40000E-004	0.00000E+000	7.32590E-001
Pavers	4.20000E-004	4.12000E-003	6.31000E-003	1.00000E-005	1.90000E-004	1.80000E-004	0.00000E+000	9.03360E-001	9.03360E-001	2.90000E-004	0.00000E+000	9.10670E-001
Rollers	3.40000E-004	3.52000E-003	4.05000E-003	1.00000E-005	1.90000E-004	1.80000E-004	0.00000E+000	5.04270E-001	5.04270E-001	1.60000E-004	0.00000E+000	5.08340E-001
Rubber Tired Dozers	5.10000E-004	5.35000E-003	2.33000E-003	1.00000E-005	2.40000E-004	2.20000E-004	0.00000E+000	5.62680E-001	5.62680E-001	1.80000E-004	0.00000E+000	5.67230E-001
Tractors/Loaders/Backhoes	1.56800E-002	1.59040E-001	2.31080E-001	3.20000E-004	7.85000E-003	7.22000E-003	0.00000E+000	2.83332E+001	2.83332E+001	9.16000E-003	0.00000E+000	2.85623E+001

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.56663E-006	1.56663E-006	0.00000E+000	0.00000E+000	7.82145E-007
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.57806E-006	1.57806E-006	0.00000E+000	0.00000E+000	7.82700E-007
Forklifts	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	9.92866E-007	9.92866E-007	0.00000E+000	0.00000E+000	9.84903E-007
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.96715E-005
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/Backhoes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.41177E-006	1.41177E-006	0.00000E+000	0.00000E+000	1.40045E-006

Fugitive Dust Mitigation

Yes/No Mitigation Measure Mitigation Input Mitigation Input Mitigation Input

No	Soil Stabilizer for unpaved Roads	PM10 Reduction		PM2.5 Reduction		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction		PM2.5 Reduction		
No	Water Exposed Area	PM10 Reduction		PM2.5 Reduction	Frequency (per day)	
No	Unpaved Road Mitigation	Moisture Content %		Vehicle Speed (mph)	0.00	

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

No	Clean Paved Road	% PM Reduction	0.00				
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Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.01	0.00	0.01	0.00	0.00	0.00
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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

Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.49	10.09	0.08	0.00	6.21
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.09	0.31		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			

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

No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00
No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		
No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Catalyst Kids Project**EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied****Area Mitigation**

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

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

DishWasher	15.00
Fan	50.00
Refrigerator	15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	0.00	20.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
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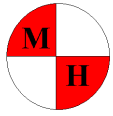
Catalyst Kids Project

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

Institute Recycling and Composting Services Percent Reduction in Waste Disposed	
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Appendix D

Storm Water Control Plan



MH engineering Co.

16075 Vineyard Blvd.
Morgan Hill, CA 95037
(408) 779-7381
(408) 226-5712 Fax

Storm Water Control Plan
'Catalyst' Daycare Development'
(APN 817-30-080)
Barrett Avenue at Butterfield Blvd
MHE 218178.2
Jan 17, 2022

Sections	Description
Section-1	Hydrology (Peak Management)
Section-2	LID Storm Water Compliance
Section-3	Documentation of Drainage Design
Section-4	Post Construction Stormwater Facilities & Maintenance

Attachments:

LID PR checklists
SCM Volume & Details & Detention routing Analysis
Soils Study
Preliminary Grading, Drainage and Storm Water Management Plan (2 pages-24x36)



\\MHE-VFP1\F_Drive\Jobs3\Projects\Harry\218178.2 Sandhu DayCare, Barrett Ave\Drainage Study\Narrative-Storm Water Control Plan.doc



Section-1 Hydrology-Hydraulics

1.1 Project Description/Synopsis:

This 0.57 acre lot in its undeveloped form is a flat, grassy parcel with a single 7" oak tree. There are no existing structures on this property. Site terrain lays in the southerly direction with slopes less than one percent. Almost 40% of the lot acreage was lost with the acquisition of public street right of way by the City for Butterfield Blvd improvements.

A single story daycare structure, 17 parking spaces and an access driveway is proposed with this development. Public street frontages along Butterfield Blvd and Barrett Avenue are already in place. Access to this property will be improved through an existing ingress/egress easement off private drive serving adjacent development off Barrett Avenue.

Property is located in **Flood Zone X (0.2% Annual Chance Flood Hazard)** per enclosed firmette generated from FEMA website. Pad for the proposed structure has been elevated, resulting in finish floor 20" above average natural lot grade.

1.2 Site Hydrology (2-100 year routing analysis):

This parcel is tributary to W. Little Llagas Creek via Butterfield flood channel. An existing 24 inch storm drain under Barrett Avenue carries 10 year local storm water collection across Butterfield Blvd to the flood Channel. Mitigated runoff from SCM-2 will be released into the existing street curb inlet at pre-project rates controlled with an orifice.

Routing Methodology:

Routing model has been setup using modified rational method. Hydrographs for post-project events are routed through the SCM storage. Model includes a storage structure and outflow structures. Outflow structure is setup with a fixed diameter outlet at a fixed elevation. Storage volumes are entered into the file at incremental elevations. A stage/storage rating curve for the SCM and the rating curve for stage/discharge are included in the routing report.

During the routing, a post project hydrograph of certain rainfall event flows through the SCM, stores the difference of post versus pre project volume and releases at controlled discharge. Orifice size is fine-tuned to keep the release peak discharges at or below pre-project levels.

A typical routing hydrograph graph indicates time increment along the x-axis and inflow runoff along the y-axis. Blue hatched area on the graph between two superimposed curves shows the total volume stored during the full routing. Peak of the outflow hydrograph in red color indicates peak discharge from the SCM with time to peak hour information.

Detention routing analysis through SCM-2 is enclosed in the study.

Detention volume will be stacked above the 95th volume between elev. 333.97 and 336.40. Routed release is modeled 8"Ø overflow outlet at the rain-tank manifold. Mitigated flows will release into existing street catch basin at the corner of Barrett Ave and Butterfield Blvd. This public drain conveys into the flood channel, which empties into W. Little Llagas Creek, ultimately flowing to Monterey Bay via Pajaro River.



Hydrograph Parameters used:

Tc Pre (total site) = 10+8 = 18 min

Tc Post = 10+pipe flow time= 10+6 = 16min

Total Area = 27,603 (0.63ac)

Runoff Coeff 'C' Pre = 0.33

Runoff Coeff 'C' Post = [24,483 (0.90) +7,608(0.30)]/27,603 = 0.78

Routing summary:

Rain-Tank (SCM-2)	Pre Q (cfs)/Post Q/Routed Q thru 8"Ø Outlet Pipe/Storage Elev. (Detention volume elev. 334.50 and 336.00)
2YR	0.12/0.34/0.00/334.51/655cf
10YR	0.20/0.55/0.03/334.75/1048cf
25YR	0.24/0.67/0.18/334.90/1185cf
100YR	0.28/0.77/0.20/334.92/1368cf

1.3 Overland/Historic Release:

No historic offsite release (run-on) occurs through this site. High event overflows are designed to be carried into the public streets.

Section-2 LID Storm Water Compliance

Project lies within the California Regional Water Quality Control Board Central Coast. Project shall comply with the California Regional Water Quality Control Board Central Coast Region Resolution No. R3-2013-0032 for the Resources Control Board Post Construction Requirements (PCRs):

- a) Project shall provide Stormwater Control Plan Checklist and applicable calculations per the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements.
- b) Project shall meet the applicable requirements of the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements:
 - i) Performance Requirement 1: Site Design and Runoff Reduction
 - ii) Performance Requirement 2: Water Quality Treatment
 - iii) Performance Requirement 3: Prevent offsite discharge from events up to the 95th percentile rainfall using SCMs (SCMs).
 - iv) Performance Requirement 4: Control post-project peak flows to not exceed pre-project peak flows for the 2 through 10 year storm events.



Compliance:

2.1 Low Impact Development Design Strategies

2.1.a (PR-1) direct roof runoff onto vegetated areas

2.1.b (PR-1) direct runoff from sidewalks, walkways and other private hardscape onto vegetated areas

2.1.c (PR-2) Water Quality Treatment:

2.1.c.1 (PR-2) Runoff from impervious areas have been computed at 85th percentile rate and post construction treatment controls (SCM1 thru 4) have been sized to capture, store and treat first flush volumes via infiltration.

2.1.c.2 (PR-2) storm water control measures SCMs (SCMs):

Based on the 1.20 inch per hour '**Ksat**' value provided by the Soils Engineer, 95th percentile volumes (1.7") will infiltrate into the native soil well under the required 48 hour period.

2.1.d (PR-3) runoff retention:

This development is tributary to East Little Llagas Creek in the Monterey Bay, Region 3. Site falls in zone WMZ-1. SCM-2 is sized and designed to store and percolate 95th percentile local rainfall volumes into native soil with no release.

2.1.d.1 (PR-3) Lid site design measures:

Following design measures are incorporated into the site layout:

- a) created open spaces where native vegetation and significant trees are clustered
- b) limit impervious areas with the approved zoning
- c) minimized hardscape within the scope of project
- d) conformed site layout along natural landforms
- e) optimized grading

2.1.f Performance Requirement Certifications

See attached Certifications.

2.2 Storm Water Control Measures (SCMs) for 85th & 95th percentile storm water management

Project has proposed two permanent underground storm water treatment controls (SCMs):

SCM-1 is the 48" diameter StormFilter by Contech, appropriately sized to treat the first flush capture from the entire site to comply with PR-2.

Treated water from SCM-1 (StormFilter) will be conveyed into SCM-2 (underground rain-tank) to infiltrate the 95th percentile volume to meet PR-3 compliance.



SCM-2 underground rain-tank consists of 342 stacked single units (1.34x2.25'wide x1.44' high).

Volume = (342)8.82cf+(drain rock volume) 0.40[27.46'+2.88')2x1x42.5]

= (3,016+1,031) = 4,047cf

Both SCMs will be owned and maintained by the developer or the future owners of the Daycare facility.

Section-3 Documentation of Drainage Design

See attached hydrology and storm water management (LID) calculations

Section-4 Post Construction Storm water Facilities & Maintenance

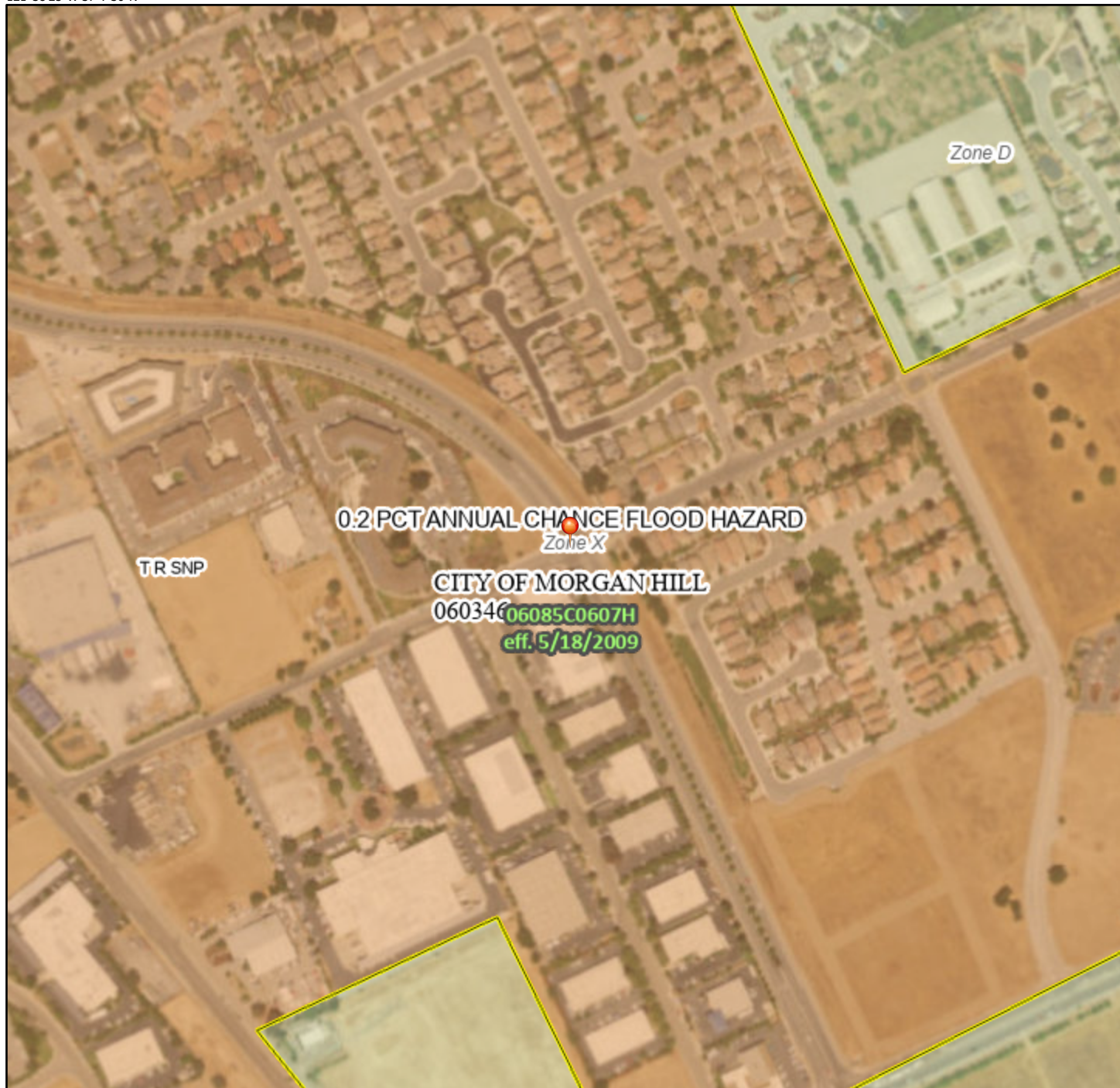
See Storm Water Runoff Management -O&M

The developer shall retain services of a licensed civil Engineer qualified to design and prepare storm water runoff management plans to inspect and certify the as-built Storm Water Control Measures (SCMs/SCMs) to ensure compliance with the City approved plan for their size, scope and storage capacity. Such certification shall be submitted to the City in the form of letter for review prior to final signoff on the SCMs by the City Engineer.

National Flood Hazard Layer FIRMette



121°38'25"W 37°7'30"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

121°37'47"W 37°7'1"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
MAP PANELS		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **4/30/2021 at 6:47 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

ABBREVIATIONS:

AC	ASPHALT CONCRETE	GV	GATE VALVE
BC	BEGINNING OF CURVE	HP	HIGH POINT
BFE	BASE FLOOD ELEVATION	INV.	INVERT
BLDG	BUILDING	JP	JOINT POLE
BVC	BEG. VERTICAL CURVE	LP	LOW POINT
BW	BACK OF SIDEWALK	MAX	MAXIMUM
CB	CATCH BASIN	MIN	MINIMUM
CI	CURB INLET	NG	NATURAL GROUND
CLDW	CENTERLINE OF DRIVEWAY	PB	PULL BOX
CMP	CORRUGATED METAL PIPE	P	PROPERTY LINE
CO	CLEAN OUT	P.S.E.	PUBLIC SERVICE EASEMENT
DI	DROP INLET	P.S.D.E.	PRIVATE STORM DRAIN EASEMENT
D.I.P.	DUCTILE IRON PIPE	PVI	POINT OF VERTICAL INTERSECTION
DWY	DRIVEWAY	RCP	REINFORCED CONCRETE PIPE
EC	END OF CURVE	R/W	RIGHT OF WAY
EG	EXISTING GRADE	SDMH	STORM DRAIN MANHOLE
ELOT	ELECTROUTER	SSMH	SANITARY SEWER MANHOLE
EP	EDGE OF PAVEMENT	STD	STANDARD
ER	END OF RETURN	SW	SIDEWALK
EVC	END VERTICAL CURVE	TBM	TEMPORARY BENCH MARK
EX, EXST.	EXISTING	TC	TOP OF CURB
FF	FINISH FLOOR	TYP.	TYPICAL
FG	FINISH GRADE	TOW, TW	TOP OF RETAINING WALL
FL	FLOW LINE	WM	WATER METER
GB	GRADE BREAK	WV	WATER VALVE

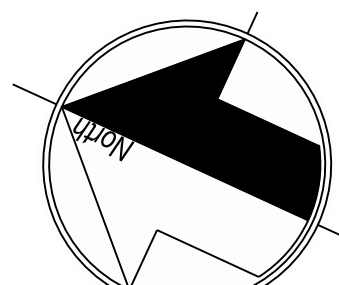
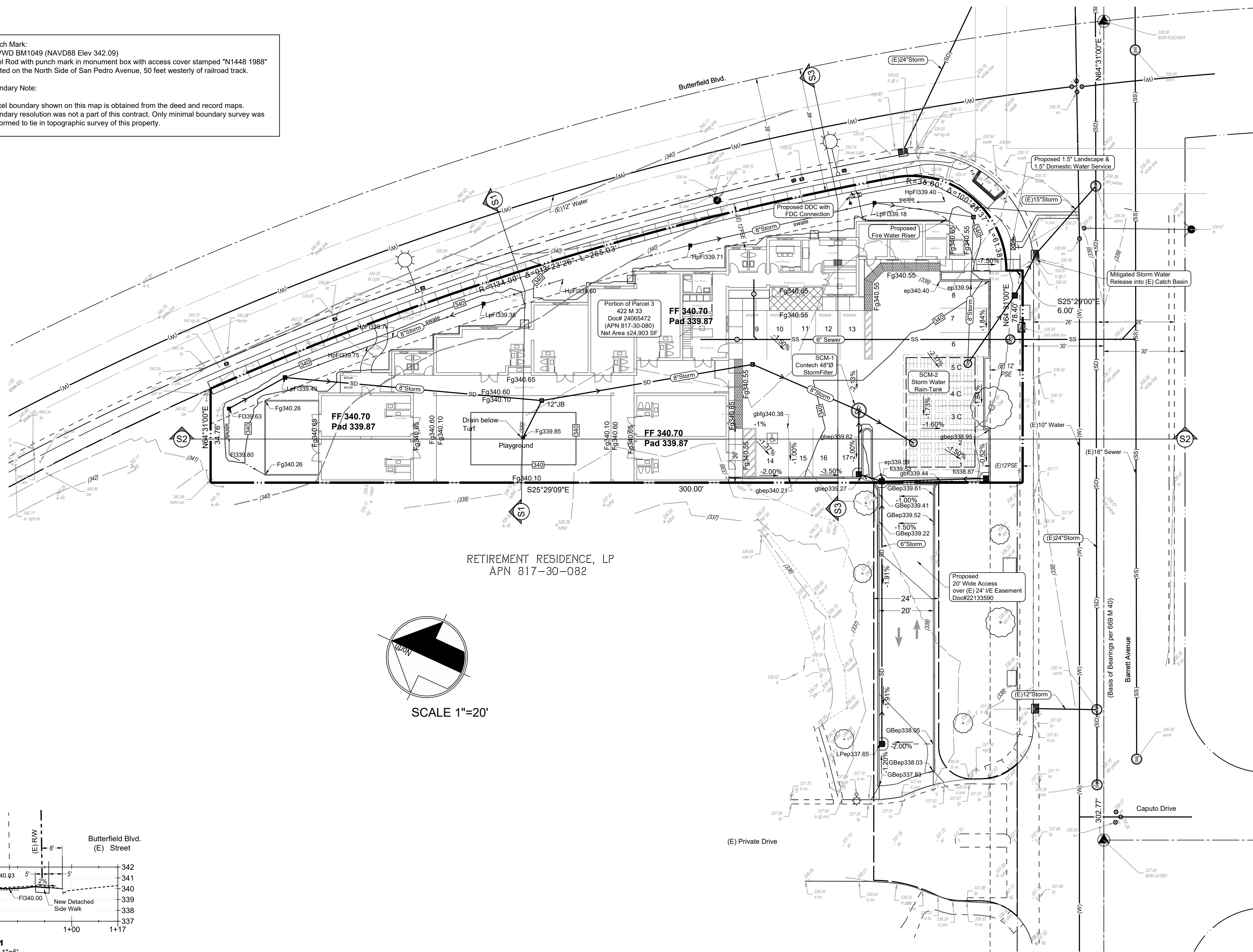
LEGEND

PROPOSED	EXISTING	DESCRIPTION
		CURB AND GUTTER
		DRIVEWAY APPROACH
		STORM DRAIN
		SANITARY SEWER
		WATER MAIN
		SLOPE
		STORM DRAIN MANHOLE
		CURB INLET
		DROP INLET
		SANITARY SEWER MANHOLE

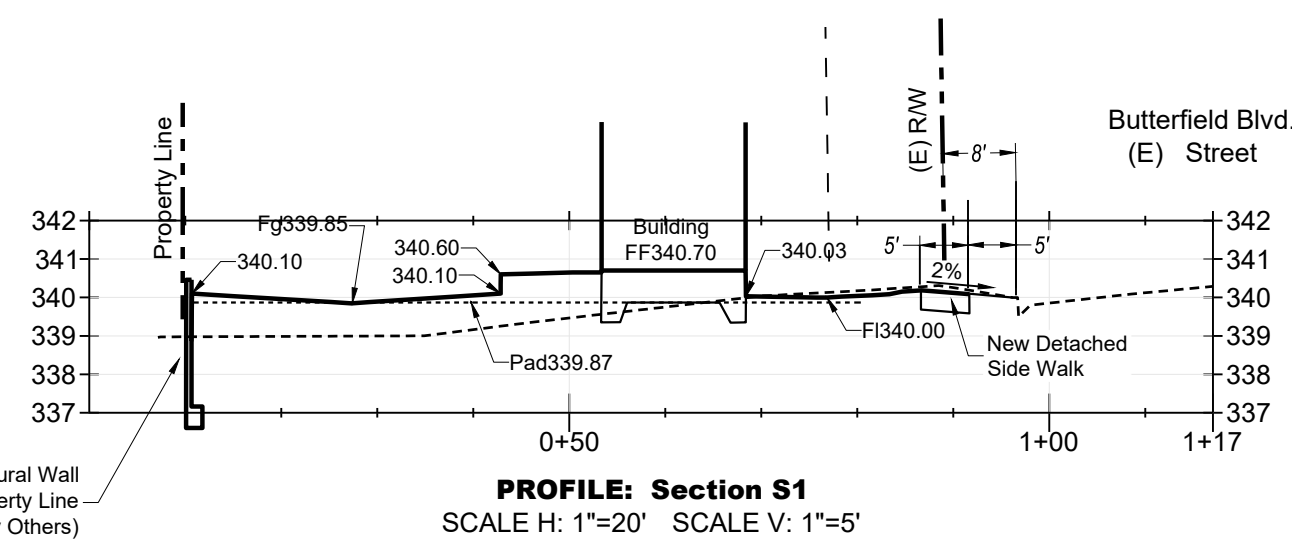
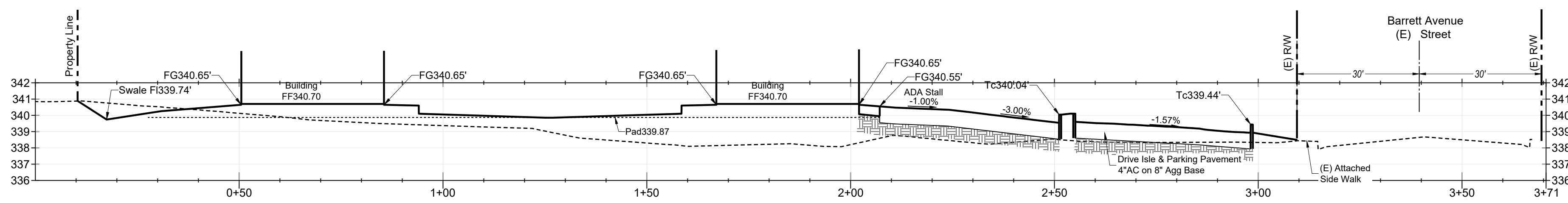
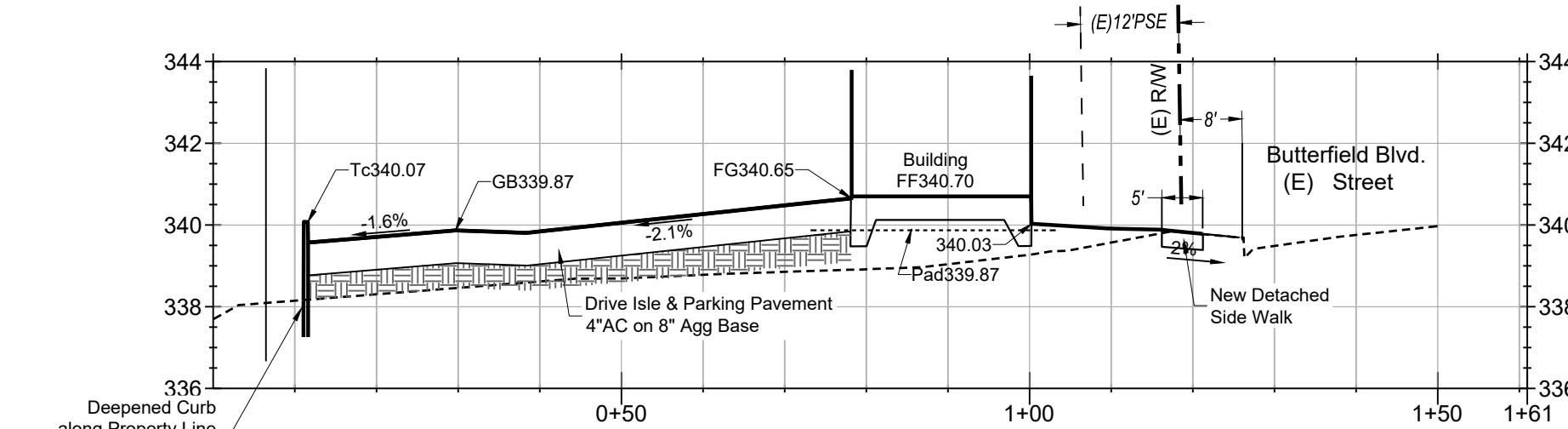
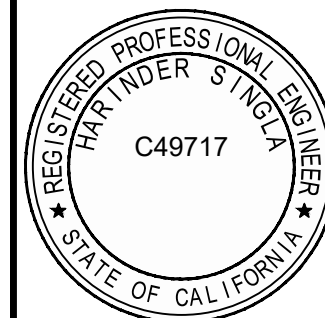
Bench Mark:
SCVWD BM1049 (NAVD88 Elev 342.09)
Steel Rod with punch mark in monument box with access cover stamped "N1448 1988"
located on the North Side of San Pedro Avenue, 50 feet westerly of railroad track.

Boundary Note:

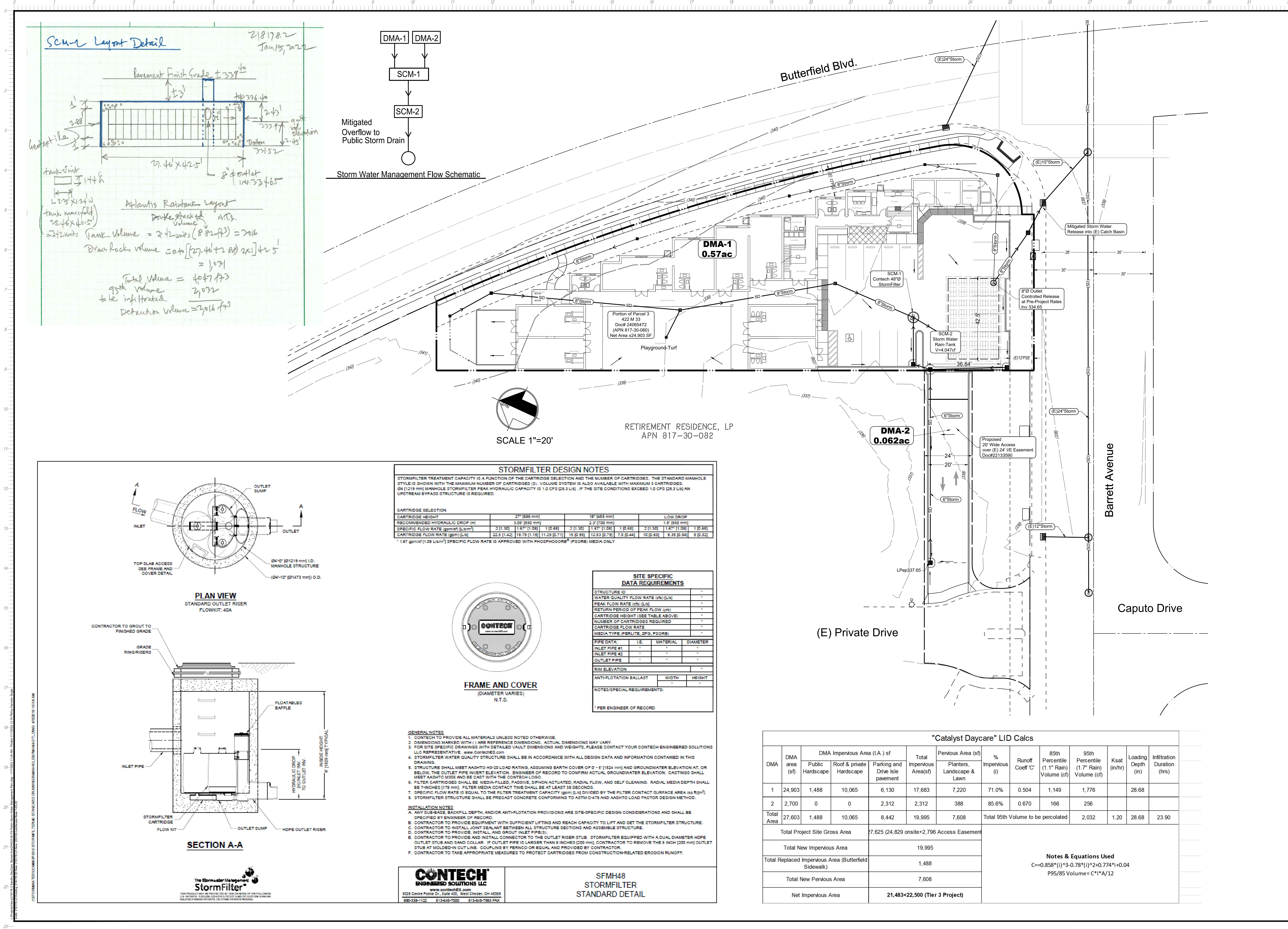
Parcel boundary shown on this map is obtained from the deed and record maps.
Boundary resolution was not a part of this contract. Only minimal boundary survey was
performed to tie in topographic survey of this property.



SCALE 1"=20'

PROFILE: Section S1
SCALE H: 1"=20' SCALE V: 1"=5'PROFILE: Section S2
SCALE H: 1"=20' SCALE V: 1"=5'PROFILE: Section S3
SCALE H: 1"=20' SCALE V: 1"=4'**MH engineering Co.**
1607 S Vineyard Boulevard
Morgan Hill, CA 95037**Preliminary Grading, Drainage
and Utility Plan - 'Catalyst' Daycare**

DATE: Jan 2022
SCALE: 1"=20'
JOB NO: 218178
DRAWN BY: HS
CHECKED BY: HS
SHEET 1
OF 2



MH Engineering Co.
16075 Vineyard Boulevard
Morgan Hill, CA 95037

Preliminary Storm Water Management Plan - 'Catalyst' Daycare

DATE: Jan 2022
SCALE: 1"=20'
DRAWN BY: HS
CHECKED BY: HS
JOB NO: 218178
SHEET 2
OF 2



MH engineering Co.

16075 Vineyard Blvd.
Morgan Hill, CA 95037
(408) 779-7381
(408) 226-5712 Fax

Catalyst Daycare

Barrett Avenue
PR Certifications

PROJECT INFORMATION

Project Name: Catalyst Daycare APN#: 817-30-080

Project Address: Barrett Avenue @ Potterfield Blvd.

Cross Streets: _____

Applicant/Developer Name: Atam Singh Sandhu

Project Phase(s): _____ of _____ Engineer: Harry Singla / MH Engineering

Project Type (Check all that apply): ☐ New Development ☐ Redevelopment
☐ Residential ☒ Commercial ☐ Industrial ☐ Mixed Use ☐ Public ☐ Institutional
☐ Restaurant ☐ Uncovered Parking ☐ Retail Gas Outlet ☐ Auto Service (SIC code) _____
☐ Other _____

Project Description: Single story daycare facility with 17 parking spaces and access improvements

Project Watershed/Receiving Water (creek, river): W. Little Nagas Creek

1. Total Project Area	(on site 24,829 + offsite 2,796)	27,625	ft ²
2. Pre-Project			
(a) Impervious Area		0	ft ²
(b) Pervious Area		27,625	ft ²
3. Post-Project			
(a) Replaced Impervious Area	(public sidewalk) outside property	1,488	ft ²
(b) New Impervious Area		19,995	ft ²
(c) Total Post-Project Impervious Area (sum of Line 3a and Line 3b)		21,483	ft ²
(d) Post-Project Pervious Area		7,608	ft ²
Net Impervious Area			
4. Reduced Impervious Area Credit (Line 2a minus Line 3c)		0	ft ²
5. Net Impervious Area (Line 3c minus Line 4)		21,483	ft ²

"Catalyst Daycare" LID Calcs													
DMA	DMA area (sf)	DMA Impervious Area (I.A.) sf			Total Impervious Area(sf)	Pervious Area (sf) Planters, Landscape & Lawn	% Impervious (i)	Runoff Coeff 'C'	85th Percentile (1.1" Rain) Volume (cf)	95th Percentile (1.7" Rain) Volume (cf)	Ksat (in/hr)	Loading Depth (in)	Infiltration Duration (hrs)
		Public Hardscape	Roof & private Hardscape	Parking and Drive (slip pavement)									
1	24,903	1,488	10,065	6,130	17,683	7,220	71.0%	0.504	1,149	1,776		28.68	
2	2,700	0	0	2,312	2,312	388	85.6%	0.670	166	256			
Total Area	27,603	1,488	10,065	8,442	19,995	7,608	Total 95th Volume to be percolated						
Total Project Site Gross Area					27,625 (24,829 onsite+2,796 Access Easement)								
Total New Impervious Area					19,995								
Total Replaced Impervious Area (Butterfield Sidewalk)					1,488								
Total New Pervious Area					7,608								
Net Impervious Area					21,483-22,500 (Tier 3 Project)								
Notes & Equations Used $C = 0.858 * (i)^{0.78} * (j)^{0.774} + 0.04$ p95/85 Volume= $C * I^A / 12$													

APPENDIX B

Stormwater Control Plan Checklist

Stormwater Control Plan Required Contents	PR Level	Done?
1. Project Information	All	
• Project name		✓
• Application number		
• Address and assessor's parcel number		✓
• Name of Applicant		✓
• Project Phase number (if project is being constructed in phases)		
• Project Type (e.g., <u>commercial</u> , industrial, multi-unit residential, mixed-use, public), and description		✓
2. Project Areas	All	
• Total project site area		✓
• Total new impervious surface area		✓
• Total replaced impervious surface area		✓
• Total new pervious area		✓
• Calculation of Net Impervious Area		✓
3. Statement of Performance Requirements that apply to the project:	All	✓
• Performance Requirement No.1 – Site Design and Runoff Reduction		✓
• Performance Requirement No.2 – Water Quality Treatment		✓
• Performance Requirement No. 3 – Runoff Retention		✓
• Performance Requirement No. 4 – Peak Management		✓
4. Delineation of Drainage Management Areas (DMAs)	All	✓
5. Summary of Site Design and Runoff Reduction Performance Requirement measures selected for the project (see PR-1 checklist)	PR-1	✓
6. Description of Runoff Reduction Measures and Structural Stormwater Control Measures, by Drainage Management Area and for entire site	PR-2, 3, and 4	✓
7. Water quality treatment calculations used to comply with the Water Quality Treatment Performance Requirement and any analysis to support infeasibility determination	PR-2	✓
8. Documentation certifying that the selection, sizing, and design of the Stormwater Control Measures meet the full or partial Water Quality Treatment Performance Requirements (see PR-2 checklist)	PR-2	✓

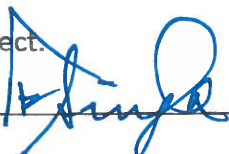
Stormwater Control Plan Required Contents	PR Level	Done?
9. Statement that Water Quality Treatment Performance Requirement has been met on-site, or, if not achievable: - Documentation of the volume of runoff for which compliance cannot be achieved on-site and the associated off-site compliance requirements - Statement of intent to comply with Water Quality Treatment Performance Requirement through Alternative Compliance	PR-2	✓
10. LID Site Assessment Summary (see PR-3 checklist)	PR-3	✓
11. LID Site Design Measures Used (see PR-3 checklist)	PR-3	✓
12. Supporting calculations used to comply with the applicable Runoff Retention Performance Requirements	PR-3	✓
13. Documentation demonstrating infeasibility where Site Design and Runoff Reduction measures and retention-based Stormwater Control Measures cannot retain required runoff volume	PR-3	N/A
14. Documentation demonstrating percentage of the project's Equivalent Impervious Surface Area dedicated to retention-based Stormwater Control Measures	PR-3	
15. Statement that Runoff Reduction Performance Requirement has been met on-site, or, if not achievable: - Documentation of the volume of runoff for which compliance cannot be achieved on-site and the associated off-site compliance requirements - Statement of intent to comply with Runoff Retention Performance Requirements through an Alternative Compliance agreement	PR-3	✓
16. Supporting calculations used to comply with the applicable Peak Management Performance Requirements	PR-4	
17. Documentation demonstrating infeasibility where on-site compliance with Peak Management Performance Requirements cannot be achieved	PR-4	
18. Statement that Peak Management Performance Requirement has been met on-site, or, if not achievable: - Documentation of the volume of runoff for which compliance cannot be achieved on-site and the associated off-site compliance requirements - Statement of intent to comply with Peak Management Requirements through an Alternative Compliance agreement		
19. O&M Plan for all structural SCMs to ensure long-term performance	PR-2, 3, and 4	
20. Owner of facilities and responsible party for conducting O&M	PR-2, 3, and 4	

PERFORMANCE REQUIREMENT NO. 1 SITE DESIGN AND RUNOFF REDUCTION

CERTIFICATION

DESIGN STRATEGY	INCORPORATED?
1. Limit disturbance of creeks and natural drainage features.	N/A
2. Minimize compaction of highly permeable soils.	N/A
3. Limit clearing and grading of native vegetation at the site to the minimum area needed to build the project, allow access, and provide fire protection.	✓
4. Minimize impervious surfaces by concentrating improvements on the least sensitive areas of the site, while leaving the remaining land in a natural undisturbed state.	✓
5. Minimize stormwater runoff by implementing one or more of the following design measures:	
a) Direct roof runoff into cisterns or rain barrels for reuse.	
b) Direct roof runoff onto vegetated areas safely away from building foundations and footings.	✓
c) Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings.	
d) Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings.	
e) Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways, and patios with permeable surfaces.	

I, Harry Singla, acting as the Project Engineer for Catalyst Daycare project, located at _____, hereby state that the Site Design and Runoff Reduction design strategies indicated above have been incorporated into the design of the project.

Signature 

Date 01-07-22

4

SOURCE CONTROL CHECKLIST	
ON-SITE SOURCE CONTROL MEASURES	INCORPORATED?
Wash area/racks, drain to sanitary sewer ¹	☐
Covered dumpster area, drain to sanitary sewer ¹	☒
Sanitary sewer connection or accessible cleanout for swimming pool/spa/fountain ¹	☐
Parking garage floor drains plumbed to sanitary sewer ¹	☐
Fire sprinkler test water/condensate drain lines drain to landscape/sanitary sewer ¹	☒
Interior floor drains/boiler drain lines plumbed to sanitary sewer	☒
Beneficial landscaping/IPM (minimize irrigation, runoff, pesticides and fertilizers; promotes treatment)	☒
Outdoor material storage protection	☒
Covers, drains for loading docks, maintenance bays, fueling areas	☒
Maintenance (pavement sweeping, catch basin cleaning, good housekeeping)	☒
Storm drain labeling	☒
Other ² _____	☐

Notes:

¹ Subject to sanitary sewer authority requirements.

² See CASQA Stormwater BMP Handbook for New Development and Redevelopment for additional BMPs for vehicle service repair facilities, fuel dispensing areas, industrial processes, rooftop equipment and other pollutant generating activities and sources:

<https://www.casqa.org/resources/bmp-handbooks/new-development-redevelopment-bmp-handbook>

PERFORMANCE REQUIREMENT NO. 2: WATER QUALITY TREATMENT

CERTIFICATION

	ON-SITE WATER QUALITY TREATMENT MEASURES (IN ORDER OF PRIORITY)	INCORPORATED?
1.	Low Impact Development (LID) Treatment Systems designed to retain stormwater runoff generated by the 85th percentile 24-hour storm. Stormwater Control Measures implemented (circle all that apply, design documentation is required): • Harvesting and Use, • Infiltration, • Evapotranspiration	
2.	Biofiltration Treatment Systems – with the following design parameters: a) Maximum surface loading rate appropriate to prevent erosion, scour and channeling within the biofiltration treatment system itself and equal to 5 inches per hour, based on the flow of runoff produced from a rain event equal to or at least: i. 0.2 inches per hour intensity; or ii. Two times the 85th percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depth b) Minimum surface reservoir volume equal to the biofiltration treatment system surface area times a depth of 6 inches c) Minimum planting medium depth of 24 inches. The planting medium must sustain a minimum infiltration rate of 5 inches per hour throughout the life of the project and must maximize runoff retention and pollutant removal. A mixture of sand (60%-70%) meeting the specifications of American Society for Testing and Materials (ASTM) C33 and compost (30%-40%) may be used. A Regulated Project may utilize an alternative planting medium if it demonstrates its planting medium is equal to or more effective at attenuating pollutants than the specified planting medium mixture. d) Proper plant selection¹³ e) Subsurface drainage/storage (gravel) layer with an area equal to the biofiltration treatment system surface area and having a minimum depth of 12 inches f) Underdrain with discharge elevation at top of gravel layer g) No compaction of soils beneath the biofiltration facility (ripping/loosening of soils required if compacted) h) No liners or other barriers interfering with infiltration, except for situations where lateral infiltration is not technically feasible	

¹³ Technical guidance for designing bioretention facilities is available from the Central Coast LID Initiative. The guidance includes design specifications and plant lists appropriate for the Central Coast climate:
http://www.centralcoastlidi.org/Central_Coast_LIDI/LID_Structural_BMPs.html

3.	Non-Retention Based Treatment Systems – designed to meet at least one of the following hydraulic sizing criteria:	3(a)
	✓ (a) Volume Hydraulic Design Basis – Treatment systems whose primary mode of action depends on volume capacity shall be designed to treat stormwater runoff equal to the volume of runoff generated by the 85th percentile 24-hour storm event, based on local rainfall data.	
	(b) Flow Hydraulic Design Basis – Treatment systems whose primary mode of action depends on flow capacity shall be sized to treat: (i) The flow of runoff produced by a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depths; or (ii) The flow of runoff resulting from a rain event equal to at least 0.2 inches per hour intensity.	

I, Harry Singla, acting as the Project Engineer for Catalyst Daycare project, located at _____, hereby state that the On-Site Water Quality Treatment Measures indicated above have been incorporated into the design of the project.

Signature

Harry Singla

Date

01-07-22

**PERFORMANCE REQUIREMENT NO. 3:
RUNOFF RETENTION**

Design Rainfall Events & Treatment Requirements for WMZs

WMZ¹	Treatment Options & Design Rainfall	Check Applicable WMZs
WMZ 1	Via optimized infiltration ² , prevent offsite discharge from events up to the 95 th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 2	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 95 th percentile 24-hour rainfall event as determined from local rainfall data.	
WM 4 *	Via optimized infiltration ² , prevent offsite discharge from events up to the 95 th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 5	Via optimized infiltration ² prevent offsite discharge from events up to the 85 th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 6	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 85 th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 9	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 85 th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 10 *	Via optimized infiltration ² , prevent offsite discharge from events up to the 95 th percentile 24-hour rainfall event as determined from local rainfall data	

Notes:

* Applicable only to those areas that overlay designated Groundwater Basins

1. Includes only those WMZs contained in Santa Clara County.

2. Storage, rainwater harvesting, and/or evapotranspiration may be used when infiltration is optimized.

**PERFORMANCE REQUIREMENT NO. 3:
RUNOFF RETENTION**

LID Site Assessment Checklist

ITEMS TO DOCUMENT:	INCLUDED?
1. Site topography	☒
2. Hydrologic features including contiguous natural areas, wetlands, watercourses, seeps, or springs	☐
3. Depth to seasonal high groundwater	☐
4. Locations of groundwater wells used for drinking water	☐
5. Depth to an impervious layer such as bedrock	☐
6. Presence of unique geology (e.g., karst)	☐
7. Geotechnical hazards	☐
8. Documented soil and/or groundwater contamination	☐
9. Soil types and hydrologic soil groups	☒
10. Vegetative cover/trees	☒
11. Run-on characteristics (source and estimated runoff from offsite which discharges to the project area)	☐
12. Existing drainage infrastructure for the site and nearby areas including the location of municipal storm drains	☒
13. Structures including retaining walls	☒
14. Utilities	☒
15. Easements	☒
16. Covenants	☐
17. Zoning/Land Use	☐
18. Setbacks	☒
19. Open space requirements	☐
20. Other pertinent overlay(s)	☐

**PERFORMANCE REQUIREMENT NO. 3:
RUNOFF RETENTION**

LID Site Design Measures

	DESIGN MEASURE	INCORPORATED?
1.	Defining the development envelope, identifying the protected areas, and identifying areas that are most suitable for development and areas to be left undisturbed	N/A
2.	Identifying conserved natural areas, including existing trees, other vegetation, and soils (shown on the plans)	N/A
3.	Limit the overall impervious footprint of the project	✓
4.	Design of streets, sidewalks, or parking lot aisles to the minimum widths necessary, provided that public safety or mobility uses are not compromised	✓
5.	Set back development from creeks, wetlands, and riparian habitats	N/A
6.	Design conforms the site layout along natural landforms	✓
7.	Design avoids excessive grading and disturbance of vegetation and soils	✓

I, Harry Singh, acting as the Project Engineer for Catalyst Daycare project, located at _____, hereby state that LID Site Design Measures indicated above have been incorporated into the design of the project.

Signature

Harry Singh

Date

01-07-22

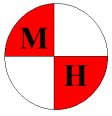
**PERFORMANCE REQUIREMENT NO. 3:
RUNOFF RETENTION**

Technical Infeasibility Checklist

P/A

	Site Conditions	Check If Applicable
1.	Depth to seasonal high groundwater limits infiltration and/or prevents construction of subgrade stormwater control measures ¹⁴	☐
2.	Depth to an impervious layer such as bedrock limits infiltration	☐
3.	Sites where soil types significantly limit infiltration	☐
4.	Sites where pollutant mobilization in the soil or groundwater is a documented concern	☐
5.	Space constraints (e.g., infill projects, some redevelopment projects, high density development)	☐
6.	Geotechnical hazards	☐
7.	Stormwater Control Measures located within 100 feet of a groundwater well used for drinking water	☐
8.	Incompatibility with surrounding drainage system (e.g., project drains to an existing stormwater collection system whose elevation or location precludes connection to a properly functioning treatment or flow control facility)	☐

¹⁴ See Santa Clara Valley Water District guidelines for minimum groundwater separation from stormwater infiltration devices (Section 7, Table 6, of this Manual).



MH engineering Co.

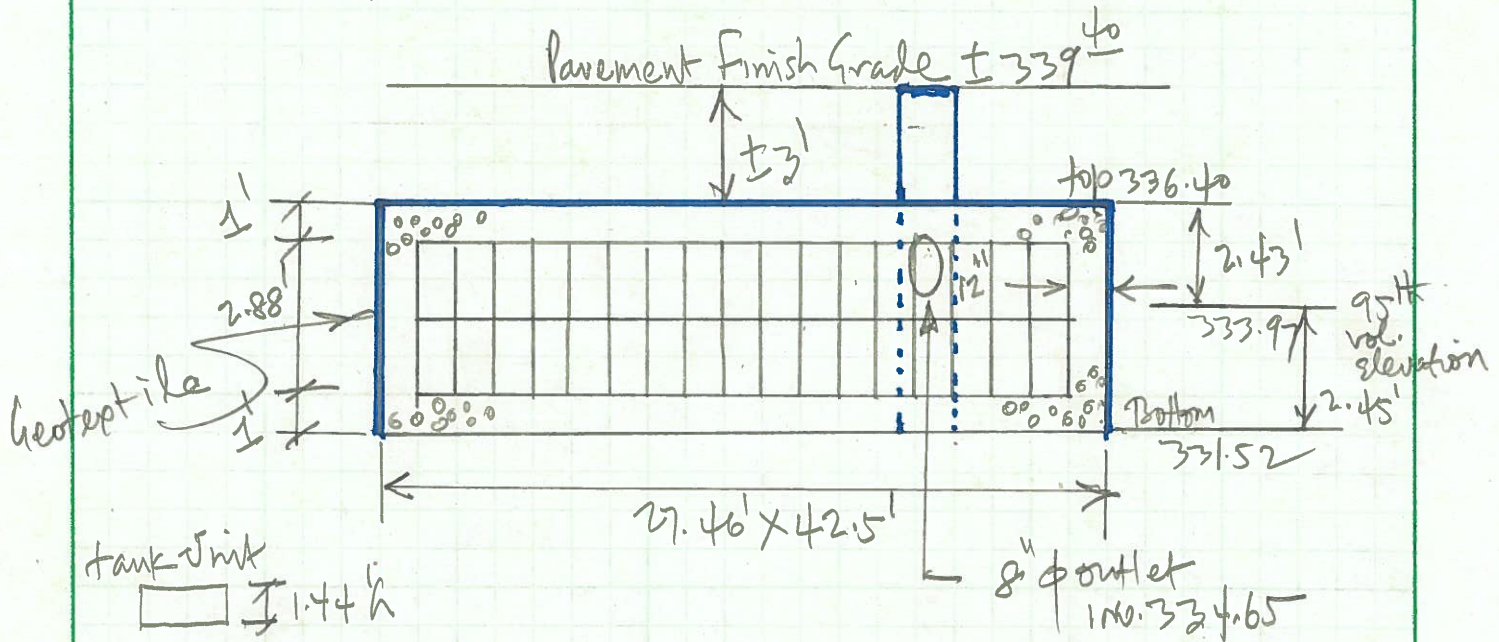
16075 Vineyard Blvd.
Morgan Hill, CA 95037
(408) 779-7381
(408) 226-5712 Fax

Catalyst Daycare

Barrett Avenue
Detention Routing Analysis SCM-2

SCM-2 Layout Detail

2/8/78.2
Jan 15, 2022



Atlantis Raintank Layout

Double Stacked Volume N.T.S.

Tank Volume = 342 units (8.82 ft³) = 3016

Drain Rock volume = 0.40 [(27.46' + 2.88) 2 x 1] 42.5'
= 1,031

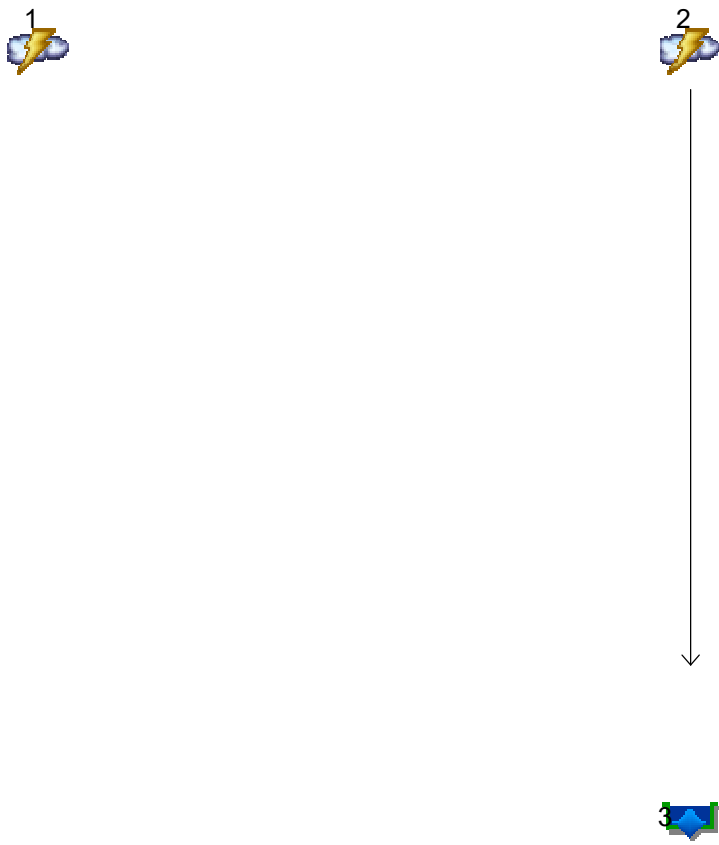
Total Volume = 4,047 ft³

95th volume to be infiltrated 2,032

Detention Volume = 2,016 ft³

Watershed Model Schematic

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2020.4

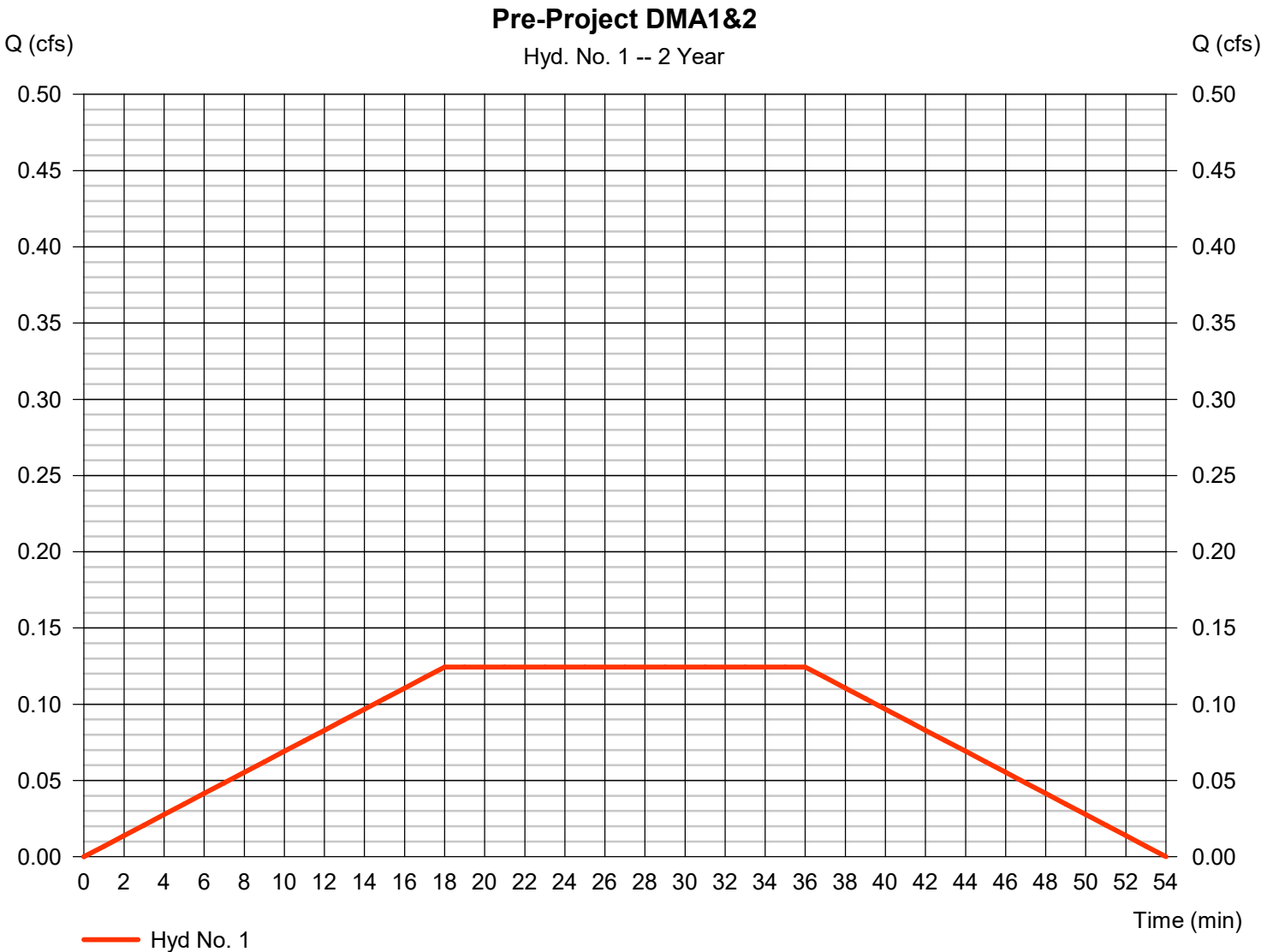


Hydrograph Report

Hyd. No. 1

Pre-Project DMA1&2

Hydrograph type	=	Mod. Rational	Peak discharge	=	0.124 cfs
Storm frequency	=	2 yrs	Time to peak	=	18 min
Time interval	=	1 min	Hyd. volume	=	269 cuft
Drainage area	=	0.634 ac	Runoff coeff.	=	0.3
Intensity	=	0.654 in/hr	Tc by User	=	18.00 min
IDF Curve	=	SCC-25in.IDF	Storm duration	=	2.0 x Tc
Target Q	=	n/a	Est. Req'd Storage	=	n/a

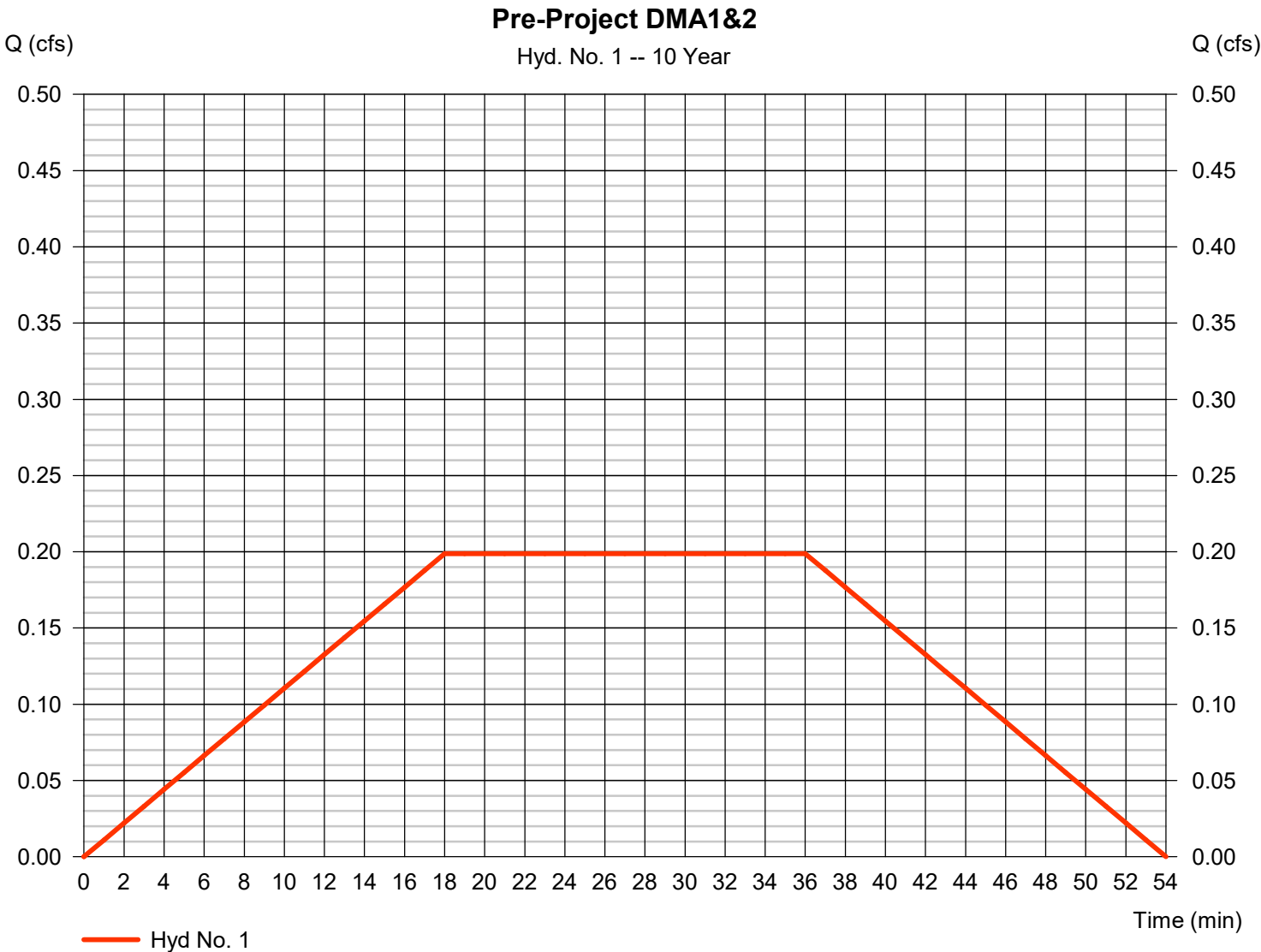


Hydrograph Report

Hyd. No. 1

Pre-Project DMA1&2

Hydrograph type	=	Mod. Rational	Peak discharge	=	0.199 cfs
Storm frequency	=	10 yrs	Time to peak	=	18 min
Time interval	=	1 min	Hyd. volume	=	429 cuft
Drainage area	=	0.634 ac	Runoff coeff.	=	0.3
Intensity	=	1.045 in/hr	Tc by User	=	18.00 min
IDF Curve	=	SCC-25in.IDF	Storm duration	=	2.0 x Tc
Target Q	=	n/a	Est. Req'd Storage	=	n/a

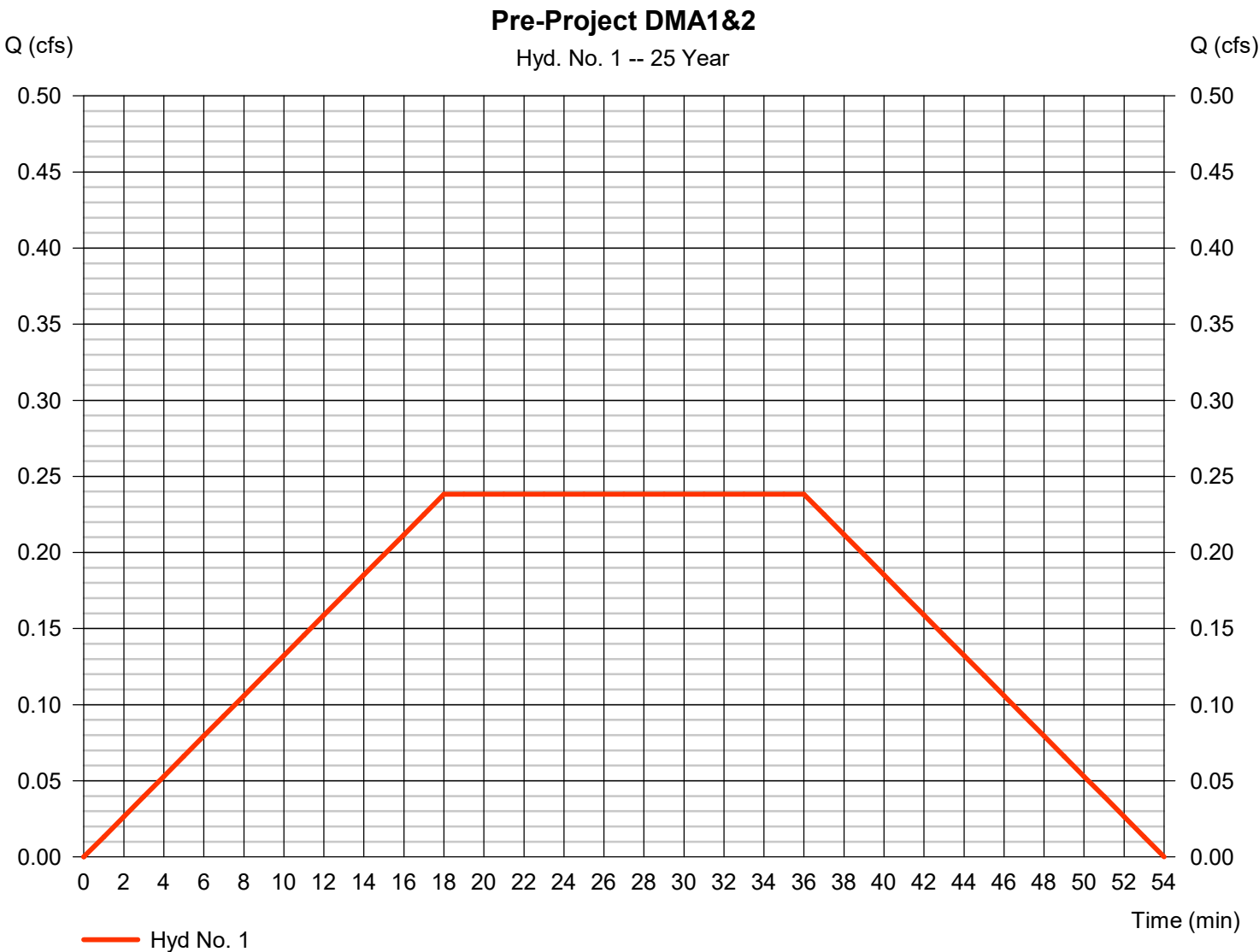


Hydrograph Report

Hyd. No. 1

Pre-Project DMA1&2

Hydrograph type	=	Mod. Rational	Peak discharge	=	0.238 cfs
Storm frequency	=	25 yrs	Time to peak	=	18 min
Time interval	=	1 min	Hyd. volume	=	515 cuft
Drainage area	=	0.634 ac	Runoff coeff.	=	0.3
Intensity	=	1.253 in/hr	Tc by User	=	18.00 min
IDF Curve	=	SCC-25in.IDF	Storm duration	=	2.0 x Tc
Target Q	=	n/a	Est. Req'd Storage	=	n/a

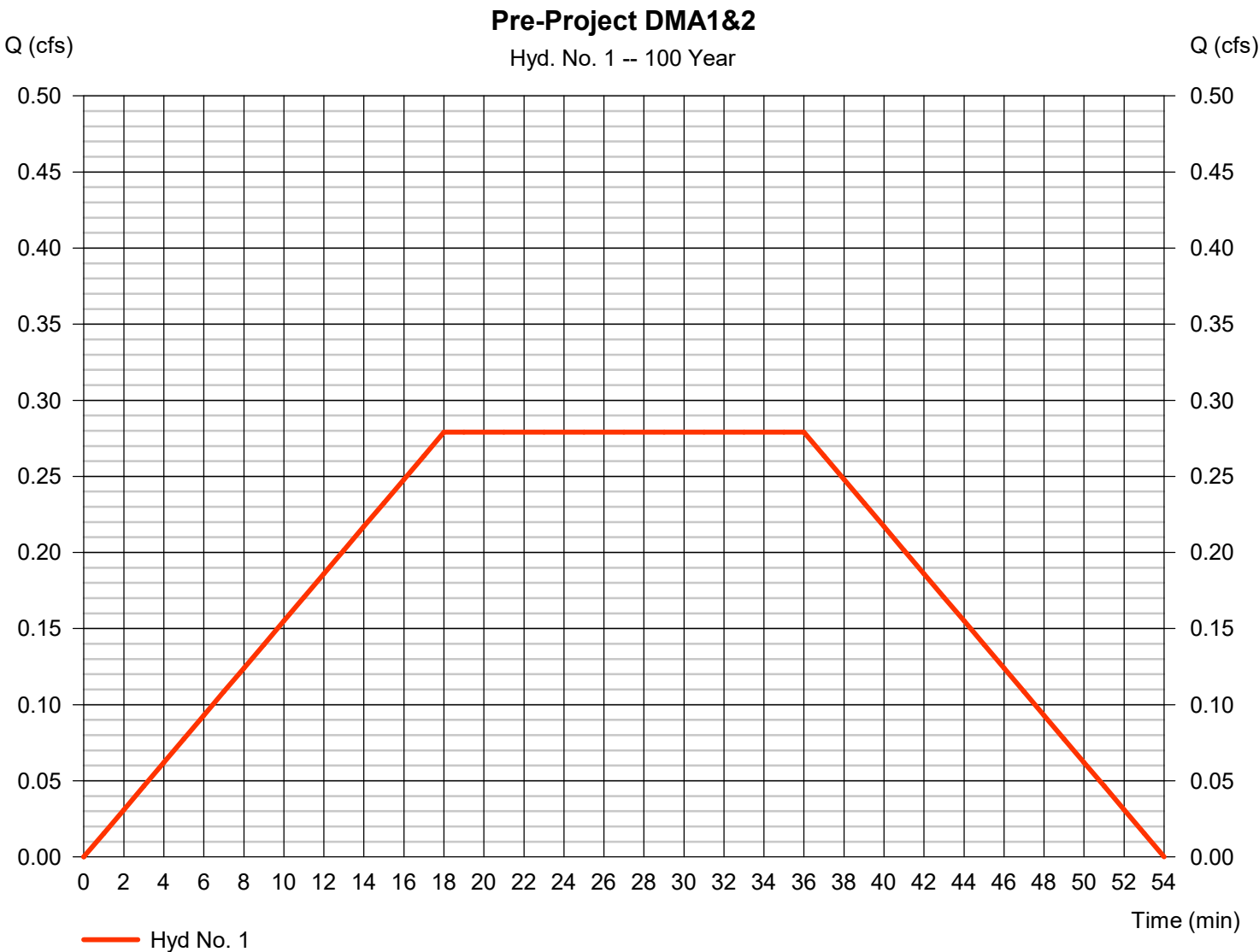


Hydrograph Report

Hyd. No. 1

Pre-Project DMA1&2

Hydrograph type	=	Mod. Rational	Peak discharge	=	0.279 cfs
Storm frequency	=	100 yrs	Time to peak	=	18 min
Time interval	=	1 min	Hyd. volume	=	603 cuft
Drainage area	=	0.634 ac	Runoff coeff.	=	0.3
Intensity	=	1.467 in/hr	Tc by User	=	18.00 min
IDF Curve	=	SCC-25in.IDF	Storm duration	=	2.0 x Tc
Target Q	=	n/a	Est. Req'd Storage	=	n/a



Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2020.4

Saturday, 01 / 15 / 2022

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	0.0000	0.0000	0.0000	-----
2	3.2899	0.1000	0.4504	-----
3	0.0000	0.0000	0.0000	-----
5	4.8340	0.1000	0.4718	-----
10	6.8656	0.1000	0.5248	-----
25	14.3801	3.0000	0.6662	-----
50	11.8133	1.1000	0.6004	-----
100	8.1332	0.1000	0.4776	-----

File name: SCC-25in.IDF

$$\text{Intensity} = B / (T_c + D)^E$$

Return Period (Yrs)	Intensity Values (in/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	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	1.58	1.16	0.97	0.85	0.77	0.71	0.66	0.62	0.59	0.56	0.54	0.52
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	2.24	1.62	1.34	1.17	1.06	0.97	0.90	0.85	0.80	0.76	0.73	0.70
10	2.92	2.04	1.65	1.42	1.27	1.15	1.06	0.99	0.93	0.88	0.84	0.80
25	3.60	2.60	2.10	1.78	1.56	1.40	1.27	1.17	1.09	1.02	0.96	0.91
50	3.99	2.78	2.23	1.89	1.67	1.50	1.37	1.27	1.18	1.11	1.05	1.00
100	3.74	2.70	2.22	1.94	1.75	1.60	1.49	1.40	1.32	1.25	1.20	1.15

T_c = time in minutes. Values may exceed 60.

Precip. file name: MORGAN HILL SCS.pcp

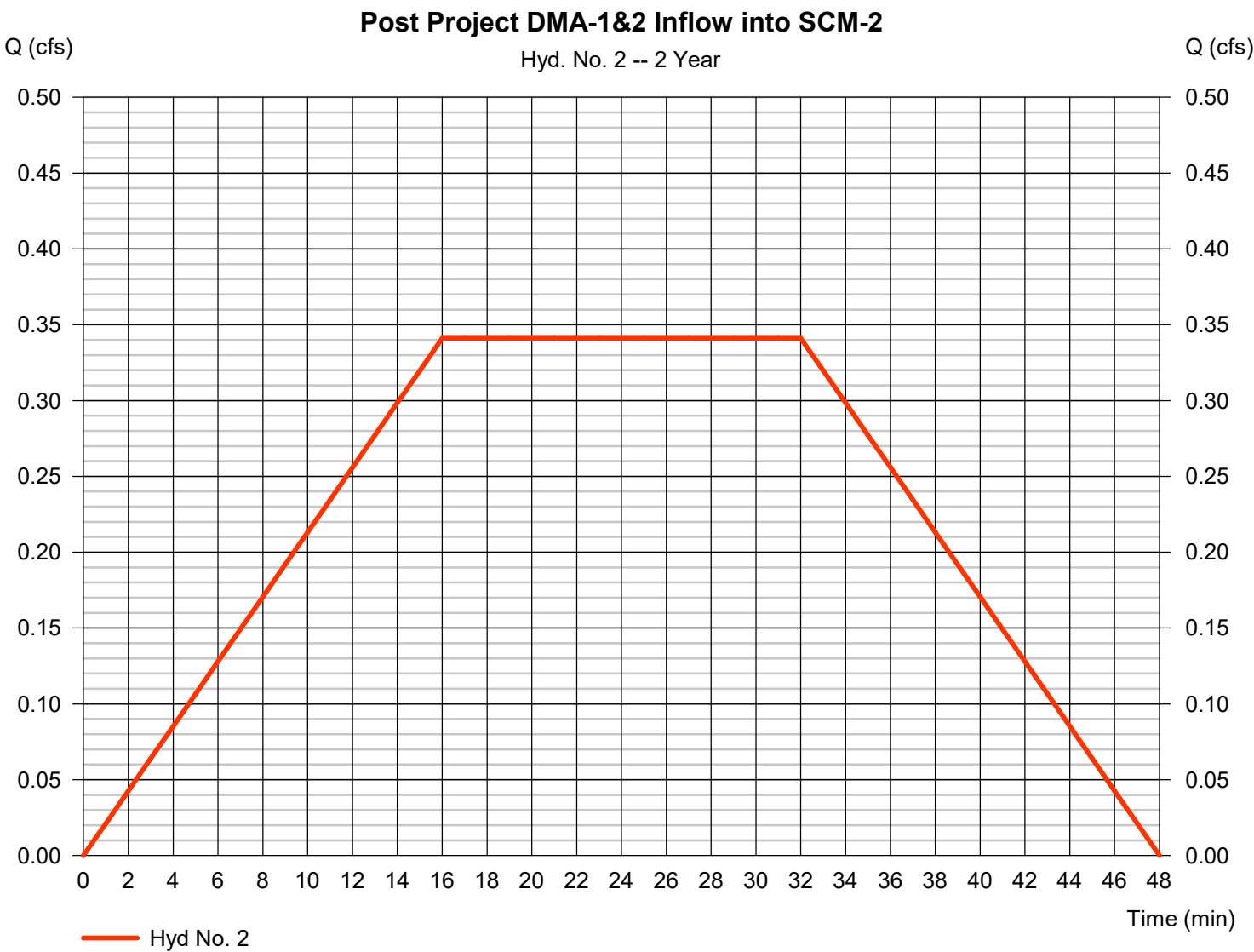
Storm Distribution	Rainfall Precipitation Table (in)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	2.20	2.65	0.00	3.62	4.17	4.79	5.20	5.59
SCS 6-Hr	0.00	1.44	0.00	0.00	2.30	2.65	2.88	3.09
Huff-1st	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-2nd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-3rd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-4th	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-Indy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Custom	2.20	2.65	0.00	3.62	4.17	4.79	5.20	5.59

Hydrograph Report

Hyd. No. 2

Post Project DMA-1&2 Inflow into SCM-2

Hydrograph type	=	Mod. Rational	Peak discharge	=	0.341 cfs
Storm frequency	=	2 yrs	Time to peak	=	16 min
Time interval	=	1 min	Hyd. volume	=	655 cuft
Drainage area	=	0.634 ac	Runoff coeff.	=	0.78
Intensity	=	0.690 in/hr	Tc by User	=	16.00 min
IDF Curve	=	SCC-25in.IDF	Storm duration	=	2.0 x Tc
Target Q	=	n/a	Est. Req'd Storage	=	n/a



Hydrograph Report

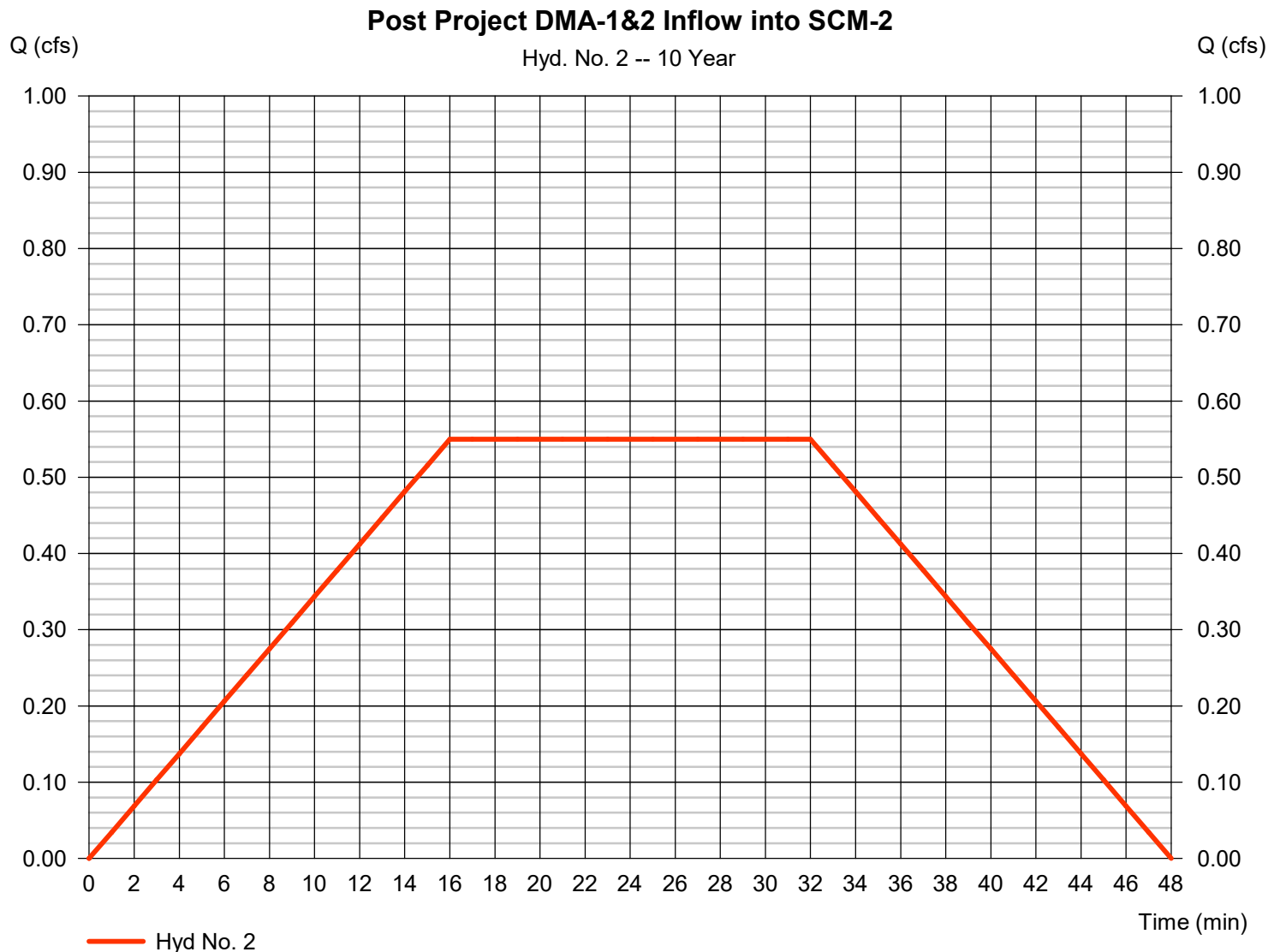
Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2020.4

Saturday, 01 / 15 / 2022

Hyd. No. 2

Post Project DMA-1&2 Inflow into SCM-2

Hydrograph type	= Mod. Rational	Peak discharge	= 0.550 cfs
Storm frequency	= 10 yrs	Time to peak	= 16 min
Time interval	= 1 min	Hyd. volume	= 1,056 cuft
Drainage area	= 0.634 ac	Runoff coeff.	= 0.78
Intensity	= 1.112 in/hr	Tc by User	= 16.00 min
IDF Curve	= SCC-25in.IDF	Storm duration	= 2.0 x Tc
Target Q	=n/a	Est. Req'd Storage	=n/a

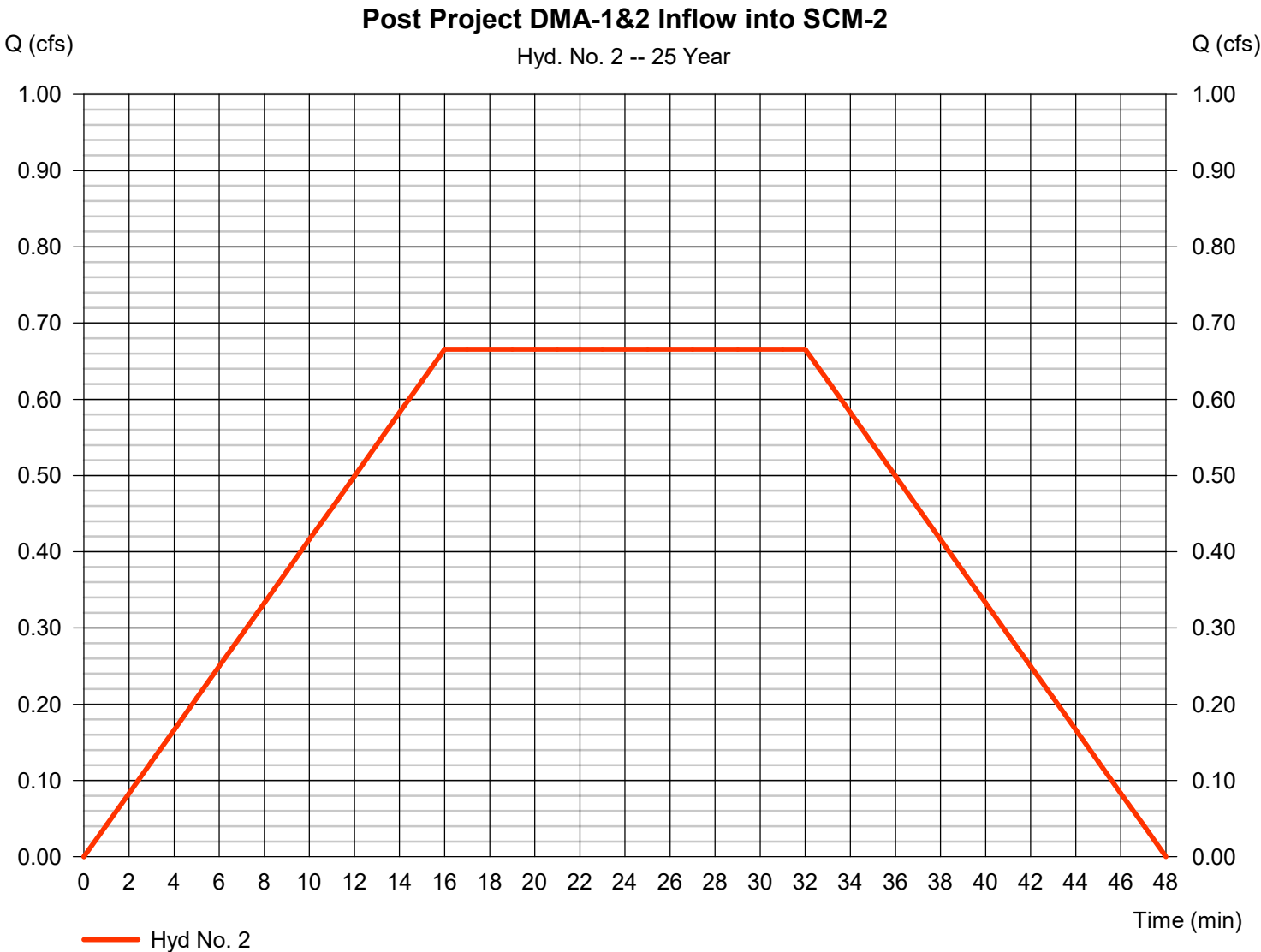


Hydrograph Report

Hyd. No. 2

Post Project DMA-1&2 Inflow into SCM-2

Hydrograph type	= Mod. Rational	Peak discharge	= 0.666 cfs
Storm frequency	= 25 yrs	Time to peak	= 16 min
Time interval	= 1 min	Hyd. volume	= 1,278 cuft
Drainage area	= 0.634 ac	Runoff coeff.	= 0.78
Intensity	= 1.346 in/hr	Tc by User	= 16.00 min
IDF Curve	= SCC-25in.IDF	Storm duration	= 2.0 x Tc
Target Q	=n/a	Est. Req'd Storage	=n/a

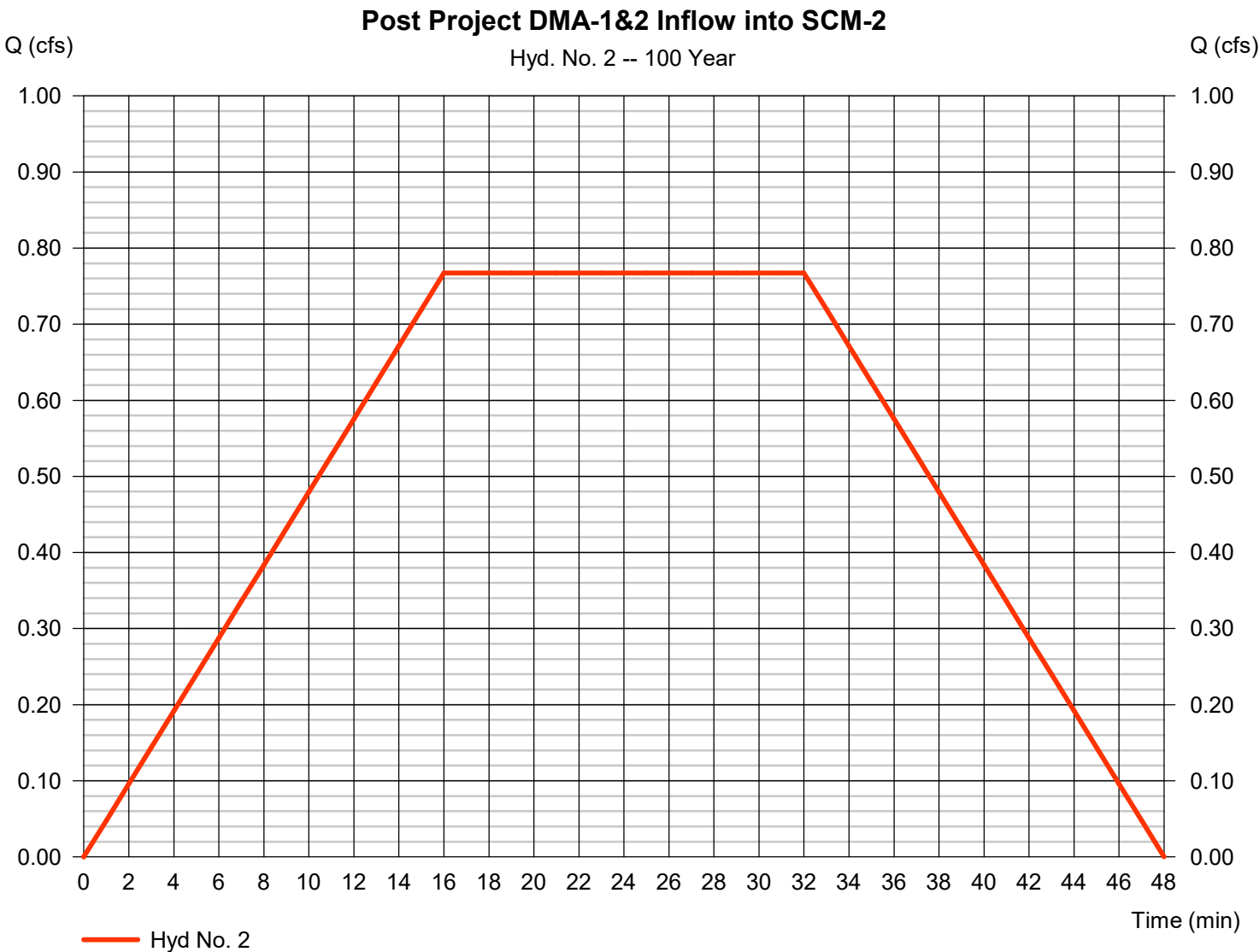


Hydrograph Report

Hyd. No. 2

Post Project DMA-1&2 Inflow into SCM-2

Hydrograph type	=	Mod. Rational	Peak discharge	=	0.767 cfs
Storm frequency	=	100 yrs	Time to peak	=	16 min
Time interval	=	1 min	Hyd. volume	=	1,473 cuft
Drainage area	=	0.634 ac	Runoff coeff.	=	0.78
Intensity	=	1.552 in/hr	Tc by User	=	16.00 min
IDF Curve	=	SCC-25in.IDF	Storm duration	=	2.0 x Tc
Target Q	=	n/a	Est. Req'd Storage	=	n/a



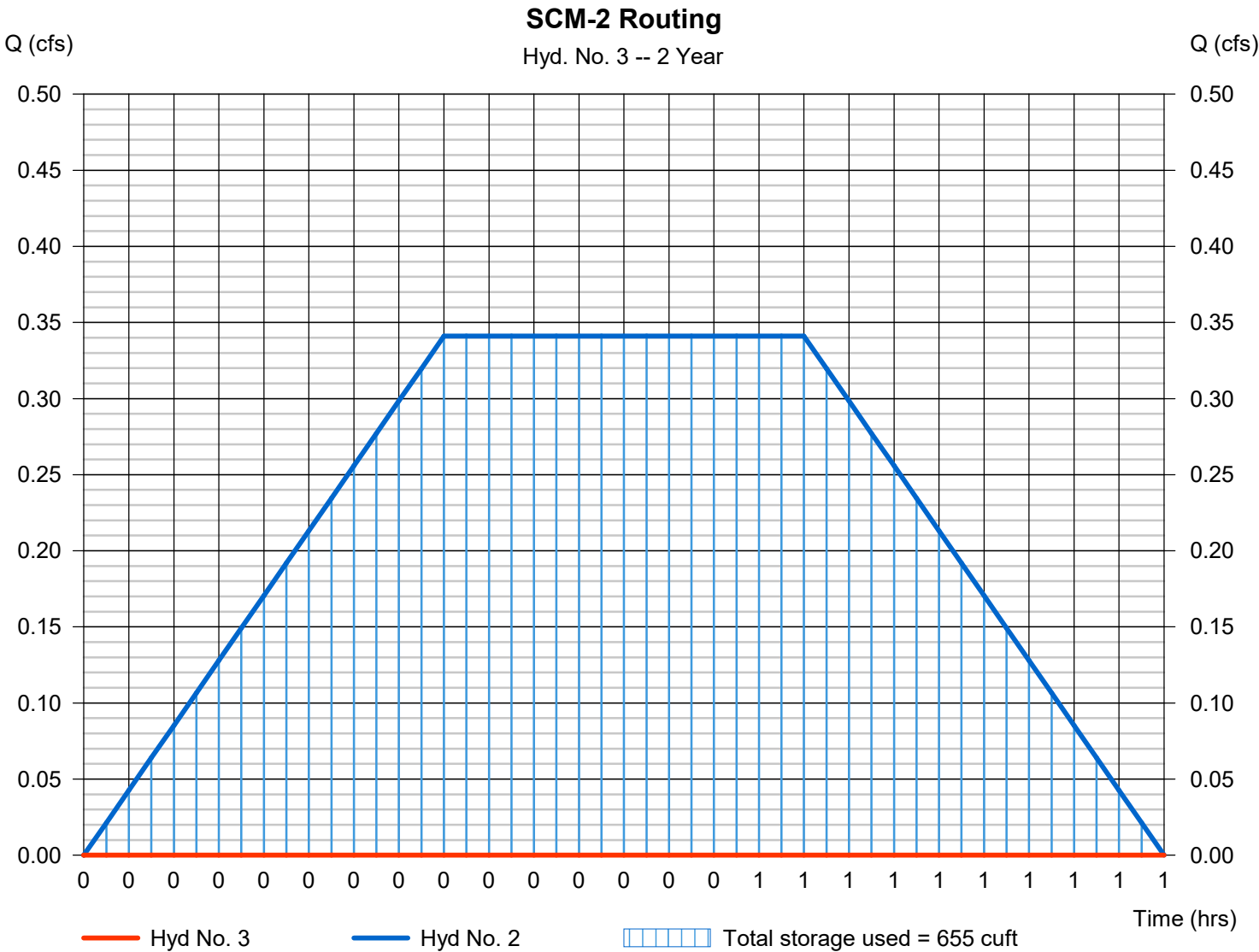
Hydrograph Report

Hyd. No. 3

SCM-2 Routing

Hydrograph type	= Reservoir	Peak discharge	= 0.000 cfs
Storm frequency	= 2 yrs	Time to peak	= n/a
Time interval	= 1 min	Hyd. volume	= 0 cuft
Inflow hyd. No.	= 2 - Post Project DMA-1&2 Inflow to SCM-2	Max. Storage	= 334.51 ft
Reservoir name	= SCM-2 Rain-Tank Storage		= 655 cuft

Storage Indication method used.



Pond Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2020.4

Monday, 01 / 17 / 2022

Pond No. 1 - SCM-2 Rain-Tank Storage

Pond Data

Pond storage is based on user-defined values.

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	333.97	n/a	0	0
0.50	334.22	n/a	415	415
1.00	334.47	n/a	414	829
1.50	334.72	n/a	415	1,244
2.00	334.97	n/a	415	1,659
2.43	336.40	n/a	357	2,016

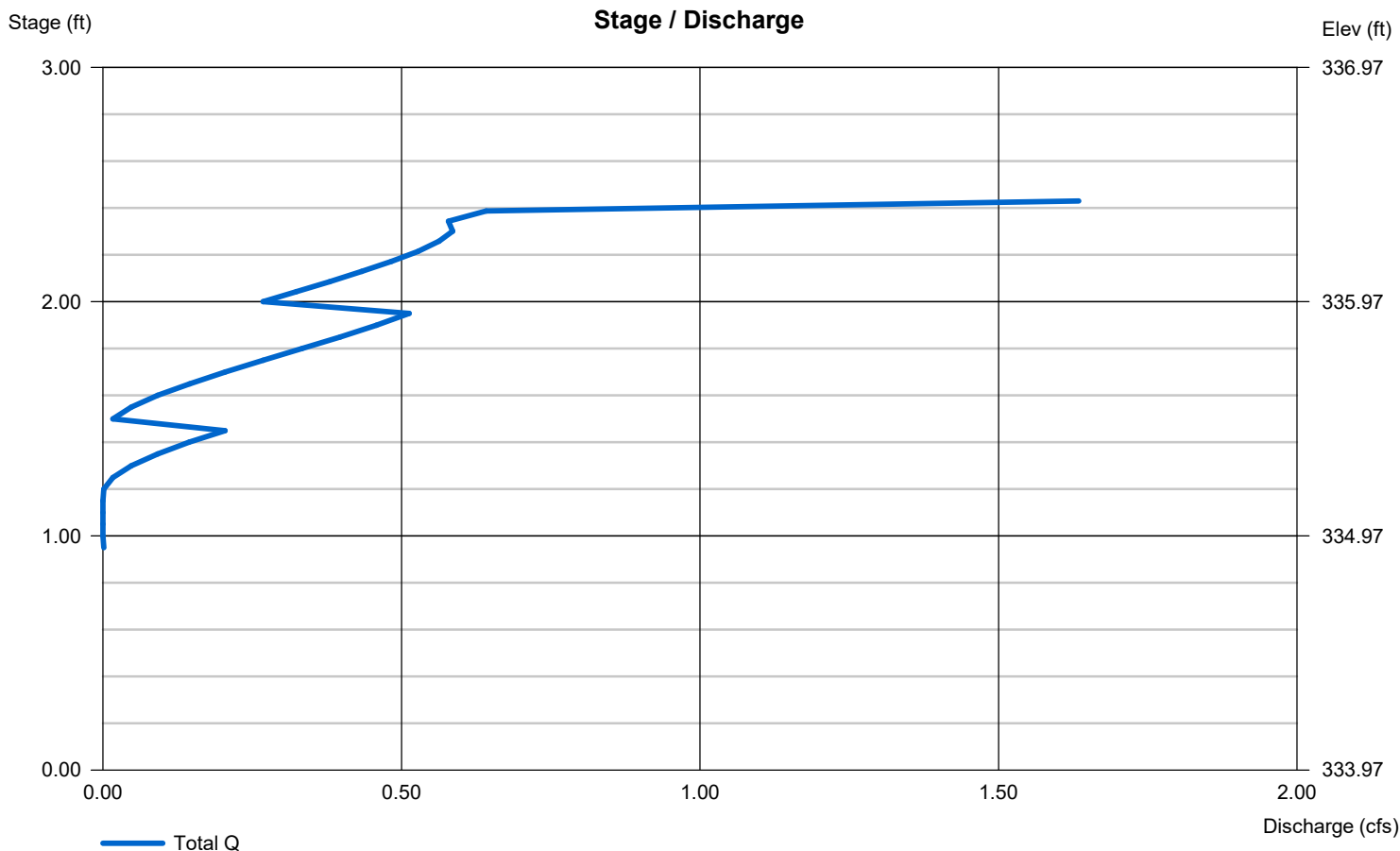
Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 8.00	0.00	0.00	0.00
Span (in)	= 8.00	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (ft)	= 334.65	0.00	0.00	0.00
Length (ft)	= 30.00	0.00	0.00	0.00
Slope (%)	= 0.50	0.00	0.00	n/a
N-Value	= .015	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 0.00	0.00	0.00	0.00
Crest El. (ft)	= 0.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= ---	---	---	---
Multi-Stage	= No	No	No	No
Exfil.(in/hr)	= 0.000 (by Wet area)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



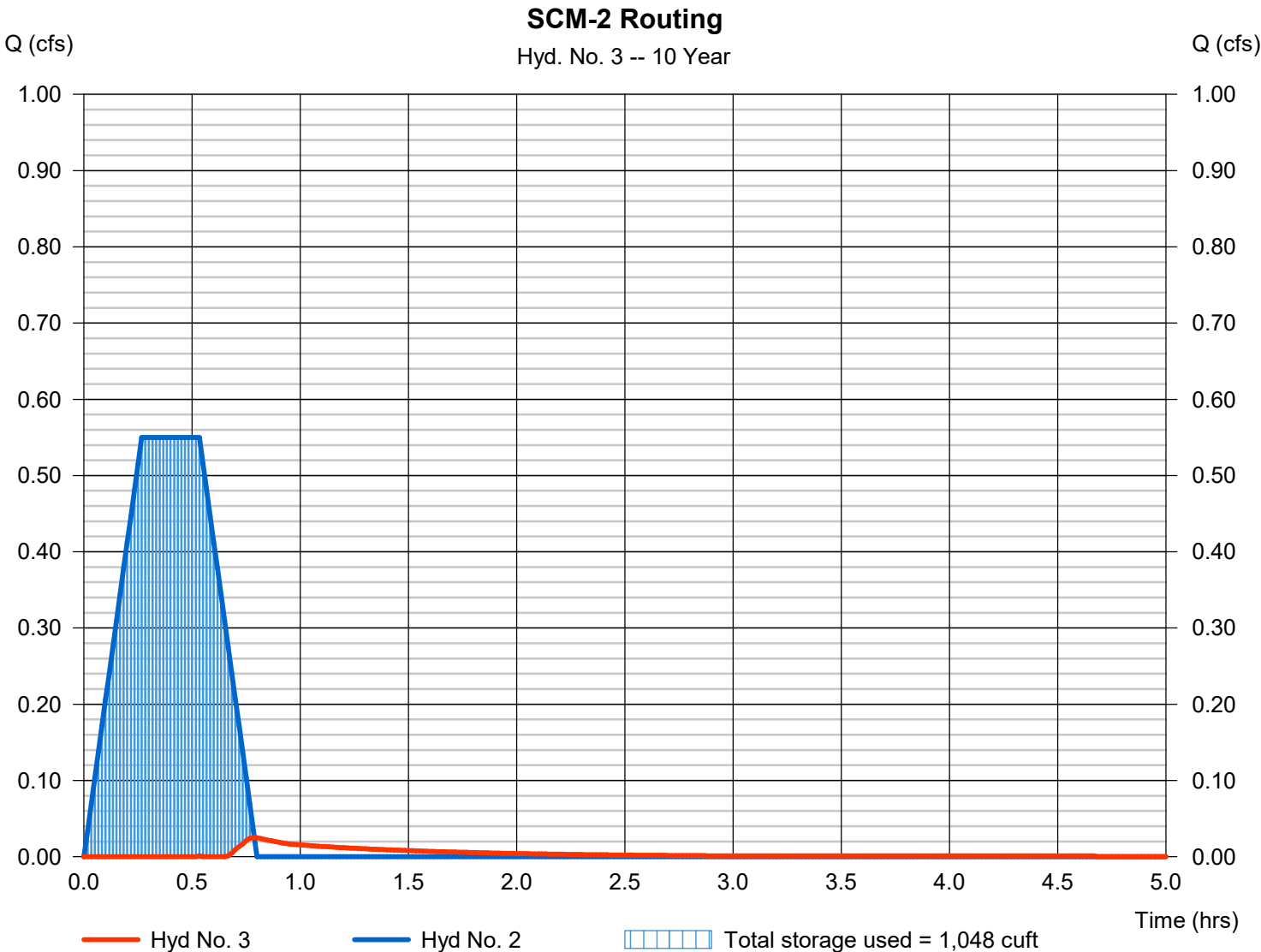
Hydrograph Report

Hyd. No. 3

SCM-2 Routing

Hydrograph type	= Reservoir	Peak discharge	= 0.025 cfs
Storm frequency	= 10 yrs	Time to peak	= 0.78 hrs
Time interval	= 1 min	Hyd. volume	= 67 cuft
Inflow hyd. No.	= 2 - Post Project DMA-1&2 Inflow to ESO Min	Max. Storage	= 334.73 ft
Reservoir name	= SCM-2 Rain-Tank Storage		= 1,048 cuft

Storage Indication method used.



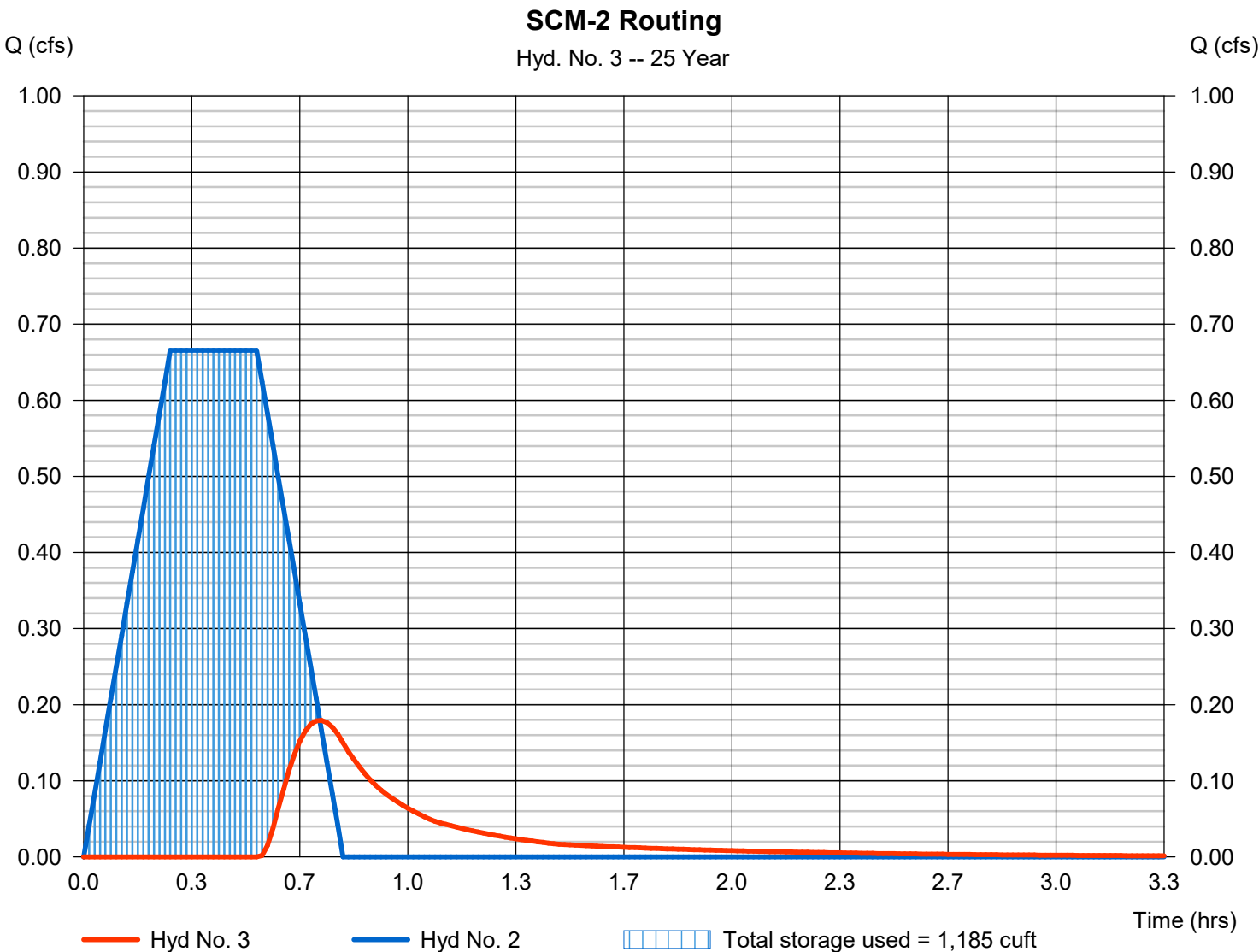
Hydrograph Report

Hyd. No. 3

SCM-2 Routing

Hydrograph type	= Reservoir	Peak discharge	= 0.179 cfs
Storm frequency	= 25 yrs	Time to peak	= 0.73 hrs
Time interval	= 1 min	Hyd. volume	= 290 cuft
Inflow hyd. No.	= 2 - Post Project DMA-1&2 Inflow to SCM-2	Max. Storage	= 334.90 ft
Reservoir name	= SCM-2 Rain-Tank Storage		= 1,185 cuft

Storage Indication method used.



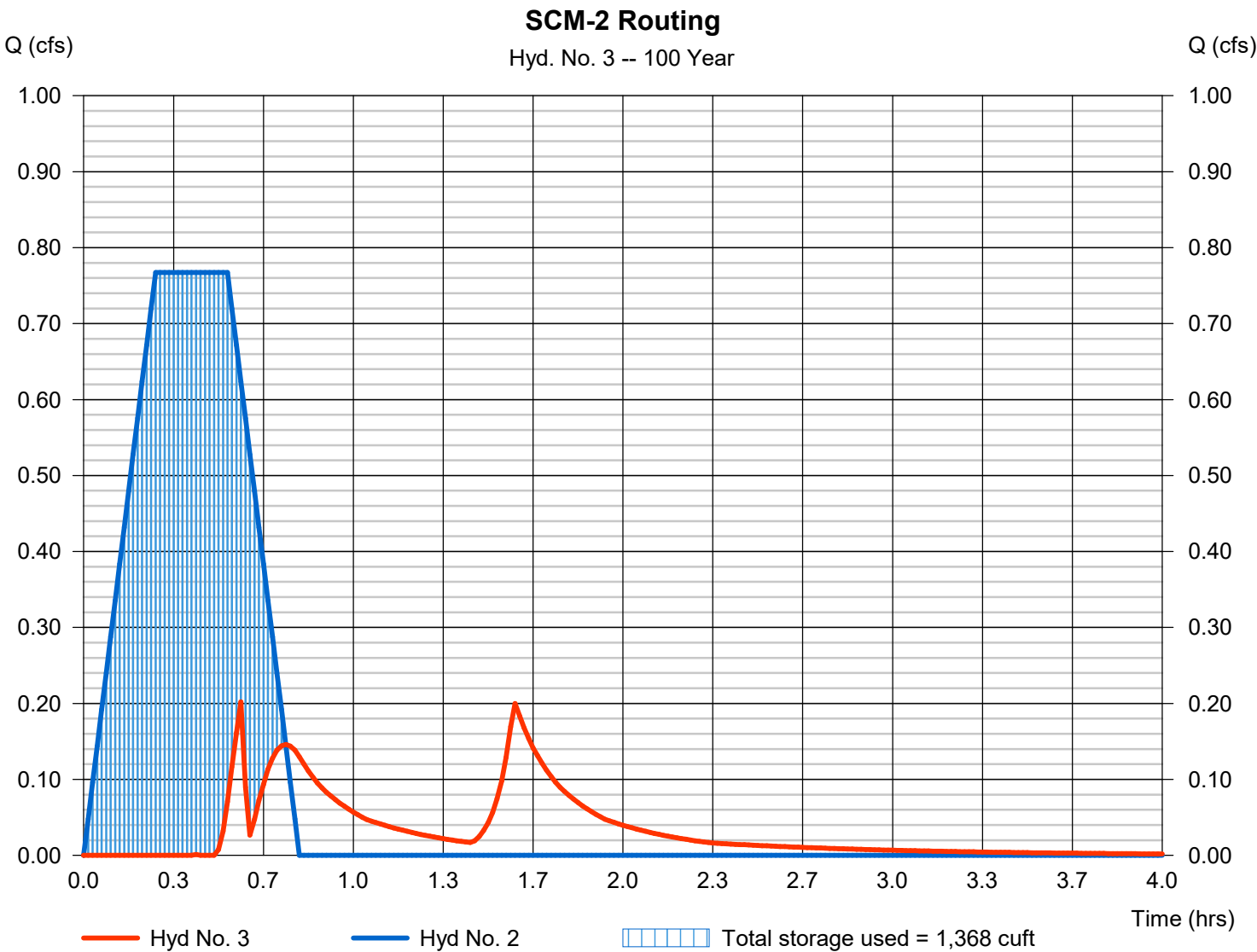
Hydrograph Report

Hyd. No. 3

SCM-2 Routing

Hydrograph type	= Reservoir	Peak discharge	= 0.202 cfs
Storm frequency	= 100 yrs	Time to peak	= 0.58 hrs
Time interval	= 1 min	Hyd. volume	= 485 cuft
Inflow hyd. No.	= 2 - Post Project DMA-1&2 Inflow to SCM-2	Min. Elevation	= 334.92 ft
Reservoir name	= SCM-2 Rain-Tank Storage	Max. Storage	= 1,368 cuft

Storage Indication method used.



**GEOTECHNICAL INVESTIGATION
PROPOSED COMMERCIAL DEVELOPMENT**

**BARRETT AVENUE AND BUTTERFIELD BOULEVARD
MORGAN HILL, CALIFORNIA**

**April 17, 2020
PROJECT PA20.1008.00**

SUBMITTED TO:

**Adam Sandhu
1800 Silverwings Court
Morgan Hill, CA 95037**

PREPARED BY:

**Geo-Logic Associates
16055 Caputo Drive, Suite D
Morgan Hill, California 95037
(408) 778-2818**



**GEOTECHNICAL INVESTIGATION
PROPOSED COMMERCIAL DEVELOPMENT
BARRETT AVENUE AND BUTTERFIELD BOULEVARD
MORGAN HILL, CALIFORNIA**

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Figure 1 Site Plan

Appendix A - Keys to Soil Classification and Drill Hole Logs

Keys to Soil Classification (Fine and Coarse Grained Soils)

Log of Exploratory Drill Holes (DH-1 and DH-2)

Appendix B – Laboratory Test Data

Figure B-1 Atterberg Limits Test Results

Figure B-2 Grain Size Test Results – DH-1 @ 9.5 ft

Figure B-3 Grain Size Test Results – P-1 @ 9.5 ft

1 INTRODUCTION

This report presents the results of our geotechnical investigation for the proposed commercial development on an approximately 0.57-acre parcel located northwest of Barrett Avenue and Butterflied Boulevard in Morgan Hill, California. The parcel is referenced as the “property,” “site,” or “project site” in this report. The Assessor Parcel Number (APN) of the parcel is 817-30-080. The approximate location of the site is shown on the Vicinity Map included with Figure 1, Site Plan, of this report. Figure 1 shows a layout of the site’s proposed development.

This report presents our findings, conclusions, and geotechnical recommendations for design and construction of the project. These findings, conclusions, and recommendations are based on information collected and reviewed during this investigation. The conclusions and recommendations in this report should not be extrapolated to other areas or used for other projects without our review.

1.1 Project Description

The proposed project involves construction of a commercial building with paved parking and access driveway areas. Associated improvements will include exterior flatwork, underground utilities, landscaping, and an underground stormwater management system in the southwestern portion of the site. From the project civil engineer, the invert of the stormwater management system will be at about 10 feet below ground surface and infiltration of water in the system will be through the bottom of the system only.

Information regarding site grading was not available when we prepared this report. Because the site is essentially flat, we have anticipated that site grading will involve cuts and fills of about 1 to 3 feet thick to construct the building pads and to achieve design grades. Deeper excavations will be required for installation of underground utilities and the stormwater management system.

The above project descriptions are based on information provided to us. If the actual project differs from those described above, Geo-Logic Associates (GLA) should be contacted to review our findings, conclusions, and recommendations and present any necessary modifications to address the different project development schemes.

1.2 Information Provided

For this investigation, MH engineering Company, the Project civil engineer, provided us with the following: 1) Preliminary Landscaping Plan, dated January 20, 2020, prepared by KLA Landscape Architect; 2) Topographic Survey & Record Boundary for Lands of Sandhu, dated January 2019, prepared by MH Engineering Company; and 3) preliminary project design information as discussed above.

1.3 Purpose and Scope of Services

The purpose of this geotechnical investigation was to explore subsurface conditions at the project site, assess hydraulic conductivity at the stormwater system invert level, and provide geotechnical recommendations for design and construction of the proposed improvements. The following work was performed.

1. Performed a site reconnaissance to observe site surface conditions and to mark locations of our exploration.
2. Reviewed available geologic and geotechnical information pertinent to the site.
3. Notified Underground Service Alert (USA) for underground utility clearance.
4. Explored subsurface conditions by means of two exploratory drill holes to depths of approximately 15 and 45 feet below ground surface.
5. Collected a bulk sample of the near-surface soil.
6. Drilled two hydraulic conductivity test holes in the vicinity of the proposed stormwater management system to a depth of approximately 10 feet below ground surface, and performed field hydraulic conductivity testing in each test hole.
7. Performed laboratory tests on selected soil samples from the drill holes to measure pertinent engineering properties of the samples.
8. Performed engineering analysis on the field and laboratory data.
9. Prepared this geotechnical investigation report.

2 SITE INVESTIGATION

This investigation consists of a site reconnaissance and a subsurface exploration program. The site reconnaissance was to observe existing site surface conditions. The subsurface exploration program was to explore soil conditions at the project site. The observed surface and subsurface site conditions are discussed in Section 3 of this report.

2.1 Subsurface Exploration

Our subsurface exploration program involved drilling of two exploratory drill holes (DH-1 and DH-2) and two hydraulic conductivity test holes (P-1 and P-2) on March 9, 2020, using a truck-mounted Mobile B53 drilling rig equipped with 8-inch diameter hollow-stem augers. The exploratory drill holes and hydraulic conductivity test holes were located in the field by referencing to existing site features and pacing; therefore, their locations are approximate. The approximate locations of these holes are shown on Figure 1.

2.1.1 Exploratory Drill Holes

The exploratory drill holes were advanced to a depth of roughly 15 feet below ground surface (bgs) in DH-1 and roughly 45 feet bgs in DH-2. In the field, our personnel visually classified the materials encountered and maintained a log of each drill hole.

Soil samples were obtained using a 3-inch O.D. (2½-inch I.D.) split-barrel sampler. Soil samples were obtained by driving the sampler up to 18 inches into the earth material using a 140-pound hammer falling 30 inches. The number of blows required to drive the sampler was recorded for each 6-inch penetration interval. The number of blows required to drive the sampler the last 12 inches, or the penetration interval indicated on the log when harder material was encountered, is shown as blows per foot (blow count) on the drill hole logs. The samplers were driven with a 140-pound downhole safety hammer on a wire winch.

In the field, our personnel visually classified the materials encountered and maintained a log of each drill hole. Visual classification of soils encountered in our drill holes was made in general accordance with the Unified Soil Classification System (ASTM D 2487 and D 2488). The results of our laboratory tests were used to refine our field classifications. Two Keys to Soil Classification, one for fine grained soils and one for coarse grained soils, are included in Appendix A, together with the logs of these drill holes.

2.1.2 Hydraulic Conductivity Test Holes

The hydraulic conductivity test holes P-1 and P-2 were drilled to a depth of roughly 10 and 10.5 feet bgs, respectively. After drilling, a solid, 4-inch diameter, Schedule 40 PVC casing was installed in each hole. The bottom 3 feet of the annular space around the PVC pipe were filled with bentonite pellets, with soil above the bentonite. A slip cap at the top of each test hole keeps foreign materials from falling into the hole.

2.2 Laboratory Testing

Geotechnical laboratory testing was conducted on selected soil samples collected from our drill holes. These tests included moisture content, dry density, Atterberg limits, sieve analysis, and percentage passing a No. 200 sieve. The laboratory test results are presented on the drill hole logs at the corresponding sample depths. Graphic presentations of the results of the Atterberg limits and sieve analysis tests are presented on separate sheets in Appendix B.

3 FINDINGS

3.1 Surface Conditions

The roughly 0.57-acre, triangular-shaped project site is located northwest of Barrett Avenue and Butterfield Avenue in Morgan Hill, California. The site is bordered by The Lodge at Morgan Hill senior assisted living development on the west, Butterfield Boulevard on the east and north, and Barrett Avenue on the south. The site is currently vacant with grass and weeds covering the surface and a tree in the southern portion of the site. The ground surface across the site is essentially flat, with a gentle down gradient from the north to the south.

3.2 Subsurface Conditions

Subsurface soils encountered in our drill holes and hydraulic conductivity test holes consist generally of alluvial.

In hole DH-1, the surficial soil layer consists of loose to medium dense clayey sand to a depth of roughly 6 feet bgs. This clayey sand is underlain by dense to very dense poorly graded gravel with sand and clay to a depth of roughly 12 feet bgs, hard lean clay with sand to a depth of roughly 20 feet bgs, and interbedded layers of dense to very dense clayey gravel with sand to clayey sand with gravel to the maximum explored depth of 45 feet.

In hole DH-2, the subsurface soil layer consists of medium dense clayey sand to a depth of roughly 6½ feet bgs. This clayey sand is underlain by dense poorly graded gravel with sand and clay to the maximum explored depth of 15 feet.

In hole P-1, the subsurface soil layer consists of very dense clayey sand with gravel to a depth of roughly 3 feet bgs. This clayey sand is underlain by medium dense poorly graded gravel with sand and clay to the maximum explored depth of 10 feet.

In hole P-2, the subsurface soil layer consists of medium dense clayey sand to a depth of roughly 3 feet bgs. This clayey sand is underlain by dense to very dense poorly graded gravel with sand and clay to the maximum explored depth of 10.5 feet.

3.3 Groundwater

Groundwater was encountered in DH-1 at a depth of about 33 feet at the time of drilling. The groundwater level was measured at a depth of about 31 feet shortly after completion of the drill hole. Groundwater was not encountered in DH-2, P-1, and P-2.

It should be noted that fluctuations in the groundwater level may occur due to seasonal variations in rainfall and temperature, pumping from wells, regional groundwater recharge program, irrigation, or other factors that were not evident at the time of our investigation.

3.4 Field Hydraulic Conductivity Testing

Two hydraulic conductivity test holes, P-1 and P-2, were drilled at the site to a depth of about 10 feet bgs, the proposed invert level of the stormwater management system. The test holes were presoaked with water prior to testing.

The tests were performed following the procedures of ASTM Test D6391, Method B, Field Measurement of Hydraulic Conductivity Using Borehole Infiltration. First, water was added to the top of the PVC casing and the standpipe apparatus was attached onto the top of the PVC casing. Water was then added through the standpipe of the test apparatus. The drop of water level in the standpipe was recorded with time. When the water level in the standpipe became low, water was added. The new initial water level was recorded, and subsequent water level readings in the standpipe were taken over time.

In holes P-1 and P-2, the water level in the PVC casings was dropping relatively fast after we filled the casings with water. Therefore, the tests in holes P-1 and P-2 were conducted without the standpipe apparatus. The water level in the casing was recorded with time.

Based on our analysis, the vertical hydraulic conductivity value is 1.2 inches per hour. Please note that hydraulic conductivity of soils will vary with gradation, fines content, and density. The estimated hydraulic conductivity value should be considered to an order of magnitude. The above hydraulic conductivity value does not include a factor of safety for the actual design.

3.5 Variations in Subsurface Conditions

Our interpretations of soil and groundwater conditions, as described in this report, are based on information obtained from drill holes and laboratory testing for this study. Our conclusions and recommendations are based on these interpretations. Please realize the site vicinity has undergone different phases of development and grading. Therefore, it is likely that undisclosed variations in subsurface conditions exist at the site, particularly old foundations, abandoned utilities, and localized areas of deep and loose fill.

Careful observations should be made during construction to verify our interpretations. Should variations from our interpretations be found, we should be notified to evaluate whether any revisions should be made to our recommendations.

4 SEISMIC CONSIDERATIONS

4.1 Earthquake Faulting

The Greater San Francisco Bay Area is seismically dominated by the active San Andreas Fault system, the tectonic boundary between the northward moving Pacific Plate (west of the fault) and the North American Plate (east of the fault). This movement is distributed across a complex system of generally strike-slip, right-lateral, and subparallel faults.

Potential sources of significant earthquake ground shaking at the site include several active and potentially active faults in the San Francisco Bay area, as well as faults farther afield. The faults were first compiled on the State's Fault Activity Map (Jennings, 1974; Jennings and Bryant, 2010). This map has now been integrated into the US Geological Survey's Quaternary Fault and Fold Database and made available as a .kmz "drape" over Google Earth terrain files.

The distance to a seismic source (fault) is defined by the NGA relationships as the closest distance to the seismogenic zone, be it in the subsurface or at the surface; distances may therefore differ from distances measured on the ground surface. The distances shown on the table below are for reference only, as they are horizontal distances from the site to the surface trace of the seismic source, and not necessarily the closest distance to a (dipping) seismogenic zone. These distances were measured using the US Geological Survey's Quaternary Fault and Fold Database, with major faults listed in approximate order of distance from the site; not all sources are listed in the summary table below.

Fault Name	Approximate Distance	Orientation from Site
Calaveras (central section)	5¾ km	Northeast
Sargent	11¾ km	South/Southwest
Monte Vista-Shannon	12 km	Northwest
Hayward	14 km	North
San Andreas	15¾ km	Southwest
Zayante-Vergeles	20½ km	Southwest

4.2 Ground Accelerations

According to the 2019 California Building Code (CBC) and American Society of Civil Engineers (ASCE) Standard 7-16, the spectral response acceleration at any period can be taken as the lesser of the spectral response accelerations from the probabilistic and deterministic ground motion approaches. The Seismic Design Maps application available at the Structural Engineers Association of California (SEAOC) was used for this purpose to retrieve seismic design parameter values for design of buildings at the subject site. Two levels of ground motions are considered in the application: Risk-targeted Maximum Considered Earthquake (MCE_R) and Design Earthquake (DE), with both probabilistic and deterministic values defined in terms of maximum-direction rather than geometric-mean, horizontal spectral acceleration. The

probabilistic MCE_R spectral response accelerations are represented by a 5 percent damped acceleration response spectrum having a 1 percent probability of collapse within a 50-year period and in the direction of the maximum horizontal response. The probabilistic Design Earthquake (DE) S_a value at any period can be taken as two-thirds of the MCE_R S_a value at the same period.

Using the Seismic Design Maps application, a site Class C, and the latitude and longitude of the site (latitude 37.121166° N, longitude -121.635447° W), the calculated geometric mean peak ground acceleration adjusted for site class effects (PGA_M) is 0.81g for the MCE_G (Geometric Mean Maximum Considered Earthquake).

4.3 Seismicity

The Working Group on California Earthquake Probabilities' (WGCEP) estimates of the probabilities of major earthquakes are now in their sixth iteration, with the greatest changes in approach being the inclusion of multifold rupture scenarios, in the progressive consideration of more potential seismic sources, the possibility of earthquakes on unrecognized faults, and the inclusion of the notion of fault "readiness". Current estimates (WGCEP, 2014) for the San Francisco region indicate a 72% probability of a large (magnitude 6.7 or greater) earthquake in the San Francisco Bay area as a whole over the 30-year period beginning in 2014; this overall probability is greater than the previous (WGCEP, 2007) probability of 63%, due mainly to the inclusion of multi-fault rupture scenarios. The estimate for the Calaveras fault alone is 14.4% (revised up from the 7% presented by WGCEP, 2007); for the (northern) San Andreas fault alone, 27.4% (revised upward from the WGCEP (2007) value of 21%); and for the Hayward fault, 45.3% (revised upward from the WGCEP (2007) value of 31%).

4.4 Liquefaction

Soil liquefaction is a phenomenon in which saturated granular soils, and certain fine-grained soils, lose their strength due to the build-up of excess pore water pressure during cyclic loading, such as that induced by earthquakes. Soils most susceptible to liquefaction are saturated, clean, loose, fine-grained sands and non-plastic silts. Certain gravels, plastic silts, and clays are also susceptible to liquefaction. The primary factors affecting soil liquefaction include: 1) intensity and duration of seismic shaking; 2) soil type; 3) relative density of granular soils; 4) moisture content and plasticity of fine-grained soils; 5) overburden pressure; and 6) depth to ground water.

The project site is not located in a Santa Clara County Liquefaction Hazard Zone.

4.5 Seismic Design Parameters

The following site coefficients and seismic ground motion parameters are developed using the SEAOC Seismic Design Maps application, the latitude and longitude of the site, and a Site Class C based on regional USGS information of the site location and subsurface materials encountered

in our subsurface exploration.

Parameter	2019 CBC/ASCE 7-16 Values
Site Class	C
Site Coefficient F_a	1.2
Site Coefficient F_v	1.4
S_s	1.626g
S_1	0.6g
S_{MS}	1.951g
S_{M1}	0.84g
S_{D5}	1.3g
S_{D1}	0.56g

5 CONCLUSIONS AND DISCUSSION

Based on our geotechnical evaluation, it is our opinion the project site may be developed as discussed in this report, provided our geotechnical recommendations are incorporated in the design and construction of the project. Our opinions, conclusions, and recommendations are based on our understanding of the proposed development, data review, properties of soils encountered in subsurface exploration, laboratory test results, and engineering analyses. Geotechnical considerations for this project are discussed below.

5.1 Ground Rupture

The project site is not located in an Alquist-Priolo Earthquake Fault Zone. Because no active or potentially active faults are known to cross the site, it is reasonable to conclude the risk of fault rupture through the project site is low.

5.2 Seismic Shaking

The project site is located in an area of high seismicity. Based on general knowledge of the site seismicity, it should be anticipated that, during their useful life, the proposed structures will be subject to at least one severe earthquake (magnitude 7 to 8+) that could cause considerable ground shaking at the site. It is also anticipated that the site will periodically experience small to moderate magnitude earthquakes.

5.3 Expansion Potential of Surficial Soils

The surficial soil across the site is clayey sand and the results of our Atterberg limits test indicate the fines portion of the soil has a low plasticity, which generally corresponds to a low expansion potential. Therefore, no special mitigation for expansive soil is necessary at this site.

6 GEOTECHNICAL RECOMMENDATIONS

6.1 Earthwork

6.1.1 Site Preparation, Clearing and Stripping

Prior to grading, construction areas should be cleared of all obstructions, deleterious materials, designated trees, and other below grade obstacles encountered during the clearing operation. Tree stumps should be grubbed. Roots with diameter of about 1 inch or larger or length of about 3 feet or longer should be removed. Depressions, excavations, and holes that extend below the planned finish grades should be cleaned and backfilled with engineered fill compacted to the requirements given under the section of "Engineered Fill Placement and Compaction."

After clearing, the site should be stripped to sufficient depth to remove vegetation and organic-laden topsoil. Stripped material may be stockpiled for use in landscape areas if approved by the project landscape architect; otherwise, it should be removed from the site. For planning purposes, an estimated stripping depth of 2 to 4 inches may be assumed. The actual stripping depth should be determined in the field by the Geotechnical Engineer at the time of construction.

6.1.2 Excavation, Temporary Construction Slopes, and Shoring

Excavations for this project are expected to include demolition excavations, over-excavation for re-compaction of surficial soils, cuts to achieve design grades, excavation to install the stormwater management system, trenching to construct new underground utilities, and foundation excavations. Excavations and temporary construction slopes should be constructed in accordance with the current CAL-OSHA safety standards and local jurisdiction. The stability and safety of excavations, braced or unbraced, is the responsibility of the contractor. Care should be exercised when excavating in the proximity of existing structures and improvements.

Contractors are responsible for the design, installation, maintenance, and removal of temporary shoring and bracing systems. The presence of existing streets, sidewalks, and underground utilities must be incorporated in the design of the shoring and bracing systems.

Trench excavations adjacent to existing or proposed foundations should be above an imaginary plane having an inclination of 1½:1 (horizontal to vertical) extending down from the bottom edge of the foundations.

6.1.3 Over-excavation and Re-compaction of Surficial Soils

Soils in the proposed building area should be over-excavated to a depth of at least 16 inches below the existing ground surface. The top 8 inches of soil exposed by this over-excavation should be scarified, water-conditioned, and compacted as recommended under the

"Engineered Fill Placement and Compaction" section below. After the subgrade has been prepared, the excavation may be raised to design grade with engineered fill.

Where old fills, loose soils, and disturbed soils are encountered during construction, the soils should also be over-excavated to competent native soil. The bottom of the over-excavations should be prepared as recommended under "Subgrade Preparation" before restoring the areas to design grades with engineered fill.

6.1.4 Subgrade Preparation

In areas to receive engineered fills, foundations, concrete slabs-on-grade, and pavements, the subgrade soils should be scarified to a depth of 8 inches, moisture-conditioned, and compacted in accordance with the recommendations given in the "Engineered Fill Placement and Compaction" section below. In building and concrete slab-on-grade areas, subgrade preparation should extend a minimum of 5 feet horizontally beyond the limits of the proposed structures and any adjoining flatwork, unless it is restricted by existing improvements. In pavement areas, subgrade preparation should extend a minimum of 3 feet beyond the back of the curbs or pavements.

Prepared soil subgrades should be non-yielding when proof-rolled by a fully loaded water truck or similar weight equipment. Moisture conditioning of subgrade soils should consist of adding water if the soils are too dry and allowing the soils to dry if the soils are too wet. After the subgrades are properly prepared, the areas may be raised to design grades by placement of engineered fill.

Wet soils should be anticipated during and after rainy months. Where encountered, unstable, wet or soft soil will require processing before compaction can be achieved. If construction schedule does not allow for air-drying, other means such as lime or cement treatment of the soil or excavation and replacement with suitable material may be considered. Geotextile fabrics may also be used to help stabilize the subgrade. The method to be used should be determined at the time of construction based on the actual site conditions. We recommend obtaining unit prices for subgrade stabilization during the construction bid process.

6.1.5 Materials for Fill

In general, on-site soils with an organic content of less than 3 percent by weight, free of deleterious materials or hazardous substances, and meeting the gradation requirements below may be used as engineered fill except where special material (such as capillary break material) is recommended.

Engineered fill material should not contain rocks or lumps larger than 3 inches in greatest dimension, should not contain more than 15 percent of the material larger than 1½ inches, and should contain at least 20 percent passing the No. 200 sieve. In addition to these requirements, import fill should have a low expansion potential as indicated by Plasticity Index of 15 or less

(per ASTM D4318), or Expansion Index of less than 20 (per ASTM D4829).

All fills should be approved by the project Geotechnical Engineer prior to delivery to the site. At least 5 working days prior to importing to the site, a representative sample of the proposed import fill should be delivered to our laboratory for evaluation. Import fills should be tested and approved for residential use per the California Department of Toxic Substances Control (DTSC) guidelines.

6.1.6 Engineered Fill Placement and Compaction

Engineered fill should be placed in horizontal lifts each not exceeding 8 inches in thickness, moisture conditioned to the required moisture content, and mechanically compacted to the recommendations below. Relative compaction or compaction is defined as the in-place dry density of the compacted soil divided by the laboratory maximum dry density as determined by ASTM Test Method D1557, latest edition, expressed as a percentage. Moisture conditioning of soils should consist of adding water to the soils if they are too dry and allowing the soils to dry if they are too wet.

Engineered fills consisting of on-site or imported soils should be compacted to at least 90 percent relative compaction with moisture content between about 1 and 3 percent above the laboratory optimum value. In pavement areas, the upper 8 inches of subgrade soil should be compacted to a minimum of 95 percent relative compaction. Aggregate base in vehicle pavement areas should be compacted at slightly above the optimum moisture content to a minimum of 95 percent relative compaction.

6.1.7 Trench Backfill

Backfilling of utility trenches in public right-of-way areas should comply with the City of Morgan Hill standard specifications and details.

Backfilling of utility trenches in private areas may consist of bedding material extending from the bottom of the trench to about 1 foot above the top of pipe, and on-site or imported backfill material above the bedding to the proposed finish subgrade. Bedding may consist of free-draining sand (less than 5% passing a No. 200 sieve), lean concrete, or sand cement slurry. Sand, if used as bedding, should be compacted to at least 90 percent relative compaction. Backfill material may consist of on-site or imported soil, and should be compacted to at least 90 percent relative compaction with at least 95 percent relative compaction for the top 8 inches below the top of pavement subgrade.

The backfill material should be placed in lifts each not exceeding 6 inches in uncompacted thickness. Thicker lifts may be used if the contractor can demonstrate that the recommended level of compaction can be achieved with the compaction equipment and procedures used. Compaction should be performed by mechanical means only. Water jetting or flooding to attain compaction of backfill should not be permitted.

6.1.8 Considerations for Soil Moisture and Seepage Control

Subgrade soil and engineered fill should be compacted at moisture content meeting our recommendations. Consideration should be given to reducing the potential for water infiltration from the exterior to under the buildings through utility lines crossing the building perimeter. In utility lines crossing beneath perimeter foundations, permeable backfill should be terminated at least 1 foot outside of the perimeter foundation. Impermeable material, such as concrete or clayey soil, should be used for the entire trench depth to act as a seepage cutoff.

Where concrete slabs or pavements abut against landscaped areas, the base rock layer and subgrade soil should be protected against saturation. Water if allowed to seep into the subgrade soil or pavement section could reduce the service life of the improvements. Methods that may be considered to reduce infiltration of water include: 1) subdrains installed behind curbs and slabs in landscape areas; 2) vertical cut-offs, such as a deepened curb section, or equivalent, extending at least 2 inches into the subgrade soil; and 3) use of a drip or controlled irrigation system for landscape watering.

6.1.9 Wet Weather Construction

If site grading and construction is to be performed during the winter rainy months, the owner and contractors should be aware of the potential impact of wet weather. Rainstorms can cause delay to construction and damage to previously completed work by saturating compacted pads or subgrades, or flooding excavations.

Earthwork during rainy months will require extra effort and caution by the contractors. The contractors are responsible for protecting their work to avoid damage by rainwater. Standing pools of water should be pumped out immediately. Construction during wet weather conditions should be addressed in the project construction bid documents and/or specifications. We recommend the contractors submit a wet weather construction plan outlining procedures they will employ to protect their work and to minimize damage to their work by rainstorms.

6.2 Foundations

The proposed buildings may be supported on conventional shallow footing foundations bearing on properly compacted engineered fill and/or undisturbed native soil. The geotechnical engineer should review the foundation plans and details before construction and observe the foundation excavations during construction to determine if the excavations extend into suitable bearing material. Prior to placement of concrete, foundation excavations should be cleaned of loose soils.

Footings, continuous or isolated, should extend a minimum of 18 inches below rough pad grade or lowest adjacent finish grade, whichever provides a deeper embedment. Footings should be

at least 12 inches wide.

For dead plus live loads, footings may be designed using a net allowable soil bearing pressure of 2,500 pounds per square foot. This value may be increased by one-third when considering short-term loads such as wind and seismic forces. Reinforcement for the foundations should be determined by the project structural engineer.

Resistance to lateral loads may be developed from a combination of friction between the bottom of foundations and the supporting subgrade, and by passive resistance acting against the vertical sides of the foundations. Footings bearing on soil or engineered fill may be designed using an ultimate friction coefficient of 0.3 between the foundations and supporting subgrade, and an ultimate passive resistance of 300 pounds per cubic foot (pcf, equivalent fluid weight) acting against the embedded sides of the foundations. The passive pressure can be assumed to act starting at the top of the lowest adjacent grade in paved areas. In unpaved areas, the passive pressure can be assumed to act starting at a depth of 1 foot below grade. It should be noted that the passive resistance value discussed above is only applicable where the concrete is placed directly against undisturbed soil or engineered fills. Voids created by the use of forms should be backfilled with properly compacted engineered fill or with concrete.

Total post-construction settlement of the foundations is anticipated to be up to about 1 inch, with up to about ½ inch of differential settlement over a distance of about 30 feet.

To maintain foundation support, footings located near utility trenches should be deepened so that the bearing surfaces are below an imaginary plane having an inclination of 1½:1 (horizontal to vertical). This imaginary plane should be drawn extending upward from the bottom edge of the adjacent utility trenches.

6.3 Concrete Slabs-on-Grade

6.3.1 Interior Slabs

Interior slabs with moisture sensitive floor coverings or where vapor transmission through the slabs is undesirable should be underlain by at least 4 inches of capillary break material such as free draining, ¾-inch by No. 4, clean crushed rock. A visqueen layer should be placed over the capillary break material. The visqueen should be a high-quality polymer at least 15 mils thick that is resistant to puncture during slab construction. Laps between sheets and openings should be taped. Typically, the membrane and the slab are separated by 2 inches of sand but this should be determined by the structural engineer and architect.

A lower water-cement ratio (0.45 to 0.50) will also help reduce the permeability of the floor slab. It should be understood that the recommended plastic membrane is not intended to waterproof the concrete slab floor. If waterproofing is desired, the project designers and/or a flooring expert should be contacted.

6.3.2 Exterior Slabs

Exterior concrete slabs-on-grade for this project will be limited to exterior flatwork. These slabs should be constructed on properly moisture conditioned and compacted subgrade soil as recommended in the “Earthwork” section of this report. Soil subgrades MUST be maintained in a moist condition prior to placement of concrete for the concrete slabs. Design of reinforcement, joint spacing, etc. is the responsibility of the design engineer.

Exterior concrete slabs-on-grade should be cast free from adjacent foundations or other non-heaving edge restraints. This may be accomplished by using a strip of 1/2-inch asphalt-impregnated felt divider material between the slab edges and the adjacent structure. Frequent construction or control joints should be provided in all concrete slabs where cracking is objectionable. Continuous reinforcing or dowels at the construction and control joints will also aid in reducing uneven slab movements.

6.4 Vehicle Pavements

Vehicle pavements for this project will be limited to paved access drives and parking stalls, serving both automobiles and occasional trucks such as delivery and garbage trucks. The surficial soil consists of clayey sand and an R-value of 25 was used in our calculation of the pavement sections below, using the Caltrans flexible pavement design procedures.

DESIGN TRAFFIC INDEX	HOT MIX ASPHALT (inches)	CALTRANS CLASS 2 OR CITY OF SAN JOSE CLASS 3 AGGREGATE BASE (inches)	TOTAL (inches)
5.0	3.0	6.5	9.5
5.5	3.0	8.0	11.0
6.0	3.5	8.5	12.0
6.5	4.0	10.0	14.0

Pavement sections should be constructed on soil subgrades that have been prepared as outlined in the “Earthwork” section of this report. The upper 8 inches of subgrade soil in pavement areas should be compacted to at least 95 percent relative compaction. The full section of aggregate base and aggregate subbase should be compacted to at least 95 percent relative compaction. Evaluation of relative compaction should be based on ASTM D1557, latest edition. The Class 2 Aggregate Base material should conform to Section 26 of the Caltrans Standard Specifications and the Class 2 Aggregate Subbase material should conform to Section 25 of the Caltrans Standard Specifications.

6.5 Surface and Subsurface Drainage

Engineering design of grading and drainage at the site is the responsibility of the project Civil Engineer. We suggest the following for consideration by the project Civil Engineer, as appropriate.

Sufficient surface drainage should be provided to direct water away from buildings, foundations, concrete slabs-on-grade and pavements, and towards suitable collection and discharge facilities. Ponding of surface water should be avoided by establishing positive drainage away from all improvements.

7 PLAN REVIEW, EARTHWORK AND FOUNDATION OBSERVATION

Post-report geotechnical services by Geo-Logic Associates (GLA), typically consisting of pre-construction design consultations and reviews and construction observation and testing services, are necessary for GLA to confirm the recommendations contained in this report. This report is based on limited sampling and investigation, and by those constraints may not have discovered local anomalies or other varying conditions that may exist on the project site. Therefore, this report is only preliminary until GLA can confirm that actual conditions in the ground conform to those anticipated in the report. Accordingly, as an integral part of this report, GLA recommends post-report, construction related geotechnical services to assist the project team during design and construction of the project. GLA requires that it perform these services if it is to remain as the project Geotechnical Engineer-of-record.

During design, GLA can provide consultation and supplemental recommendations to assist the project team in design and value engineering, especially if the project design has been modified after completion of our report. It is impossible for us to anticipate every design scenario and use of construction materials during preparation of our report. Therefore, retaining GLA to provide post-report consultation will help address design changes, answer questions and evaluate alternatives proposed by the project designers and contractors.

Prior to issuing project plans and specifications for construction bidding purposes, GLA should review the grading, drainage and foundation plans and the project specifications to determine if the intent of our recommendations has been incorporated in these documents. We have found that such a review process will help reduce the likelihood of misinterpretation of our recommendations which may cause construction delay and additional cost.

Construction phase services can include, among other things, the observation and testing during site clearing, stripping, excavation, mass grading, subgrade preparation, fill placement and compaction, backfill compaction, foundation construction and pavement construction activities.

Geo-Logic Associates would be pleased to provide cost proposals for follow-up geotechnical services. Post-report geotechnical services may include additional field and laboratory services.

8 LIMITATIONS

In preparing the findings and professional opinions presented in this report, Geo-Logic Associates (GLA) has endeavored to follow generally accepted principles and practices of the engineering geologic and geotechnical engineering professions in the area and at the time our services were performed. No warranty, express or implied, is provided.

The conclusions and recommendations contained in this report are based, in part, on information that has been provided to us. In the event that the general development concept or general location and type of structures are modified, our conclusions and recommendations shall not be considered valid unless we are retained to review such changes and to make any necessary additions or changes to our recommendations. To remain as the project Geotechnical Engineer-of-record, GLA must be retained to provide geotechnical services as discussed under the Post-report Geotechnical Services section of this report.

Subsurface exploration is necessarily confined to selected locations and conditions may, and often do, vary between these locations. Should conditions different from those described in this report be encountered during project development, GLA should be consulted to review the conditions and determine whether our recommendations are still valid. Additional exploration, testing, and analysis may be required for such evaluation.

Should persons concerned with this project observe geotechnical features or conditions at the site or surrounding areas which are different from those described in this report, those observations should be reported immediately to GLA for evaluation.

It is important that the information in this report be made known to the design professionals involved with the project, that our recommendations be incorporated into project drawings and documents, and that the recommendations be carried out during construction by the contractor and subcontractors. It is not the responsibility of GLA to notify the design professionals and the project contractors and subcontractors.

The findings, conclusions, and recommendations in this report are applicable only to the specific project development on this specific site. These data should not be used for other projects, sites, or purposes unless they are reviewed by GLA or a qualified geotechnical professional.

Report prepared by,

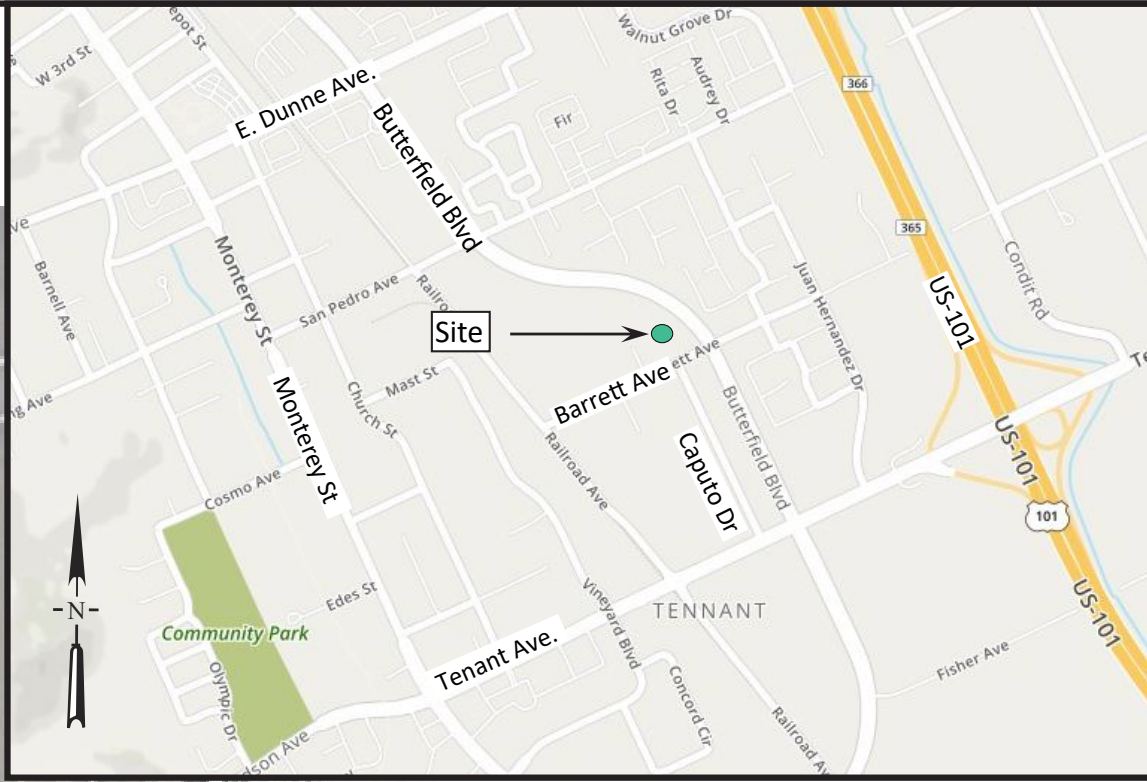
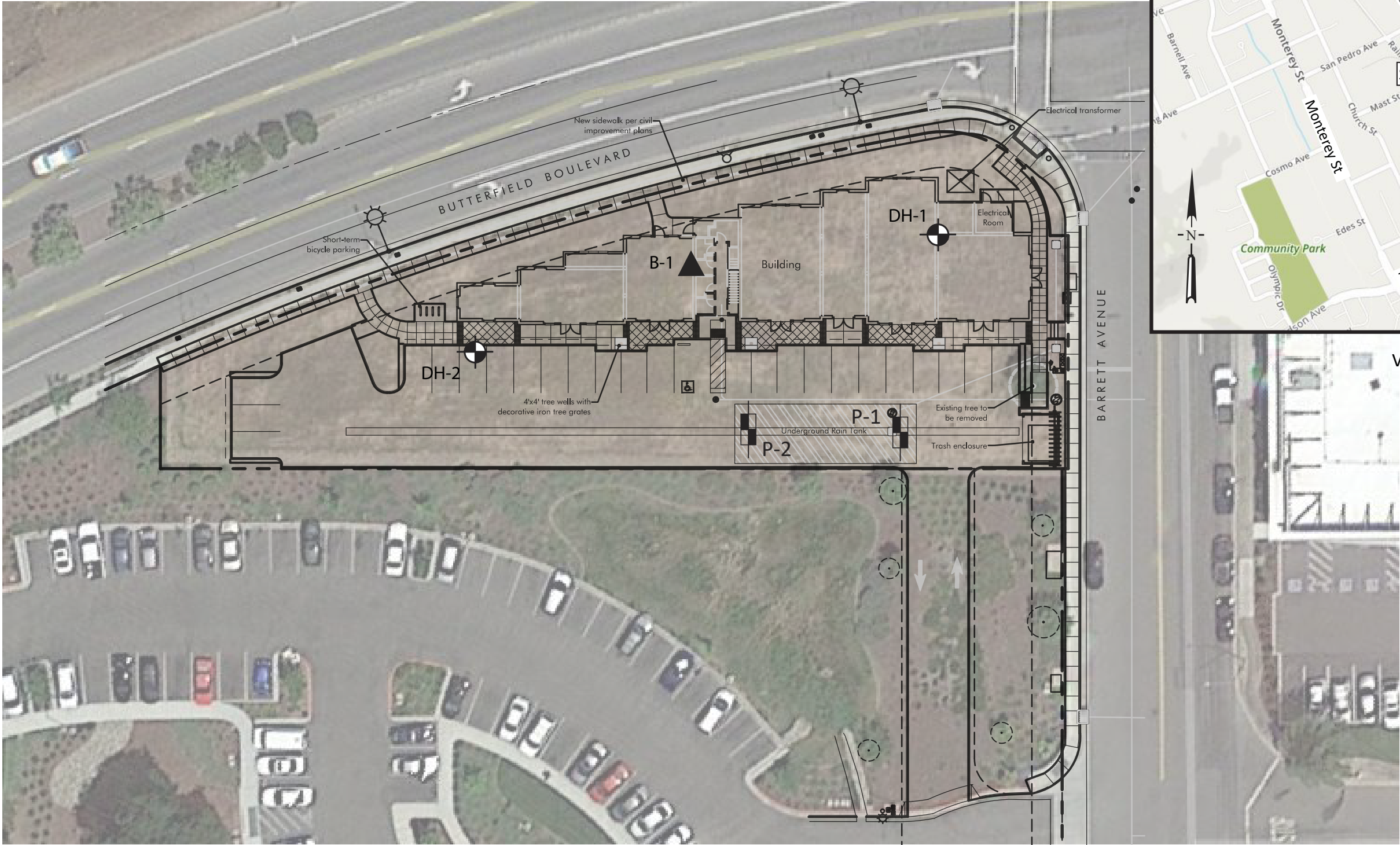
Geo-Logic Associates

Chalerm S. Liang

Chalerm (Beeson) Liang
GE 2031



Fs/csl



Vicinity Map (no scale)

EXPLANATION

- DH-2  Exploratory drill hole
- P-2  Field hydraulic conductivity test hole
- B-1  Composite bulk sample



	16055 Caputo Drive, Suite D Morgan Hill, California 95037 Phone (408) 778-2818 Fax (408) 779-6879	Drafted By: Francesca Senes	SITE PLAN (Proposed Development) Sandhu Commercial Morgan Hill, California	FIGURE 1 PROJECT PA20.1008
		Date: March 2020		
		Checked By: Beeson Liang		
		Revision: March 2020		

APPENDIX A – SUBSURFACE EXPLORATION

Keys to Soil Classification,
Logs of Drill Holes DH-1 and DH-2,
and Logs of Percolation Test Holes P-1, and P-2

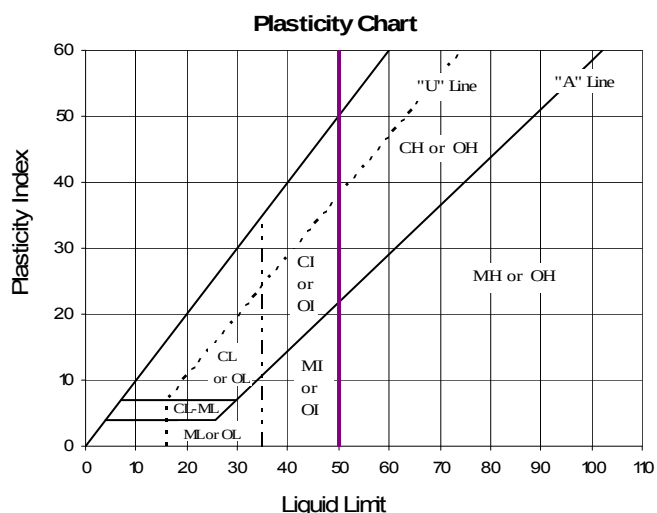
KEY TO SOIL CLASSIFICATION - FINE GRAINED SOILS
(50% OR MORE IS SMALLER THAN NO. 200 SIEVE SIZE)
(modified from ASTM D2487 to include fine grained soils with intermediate plasticity)

MAJOR DIVISIONS			GROUP SYMBOLS	GROUP NAMES
SILTS AND CLAYS (Liquid Limit less than 35) Low Plasticity	Inorganic	PI < 4 or plots below "A" line	ML	Silt, Silt with Sand or Gravel, Sandy or Gravelly Silt, Sandy or Gravelly Silt with Sand or Gravel
	Inorganic	PI > 7 or plots on or above "A" line	CL	Lean Clay, Lean Clay with Sand or Gravel, Sandy or Gravelly Lean Clay, Sandy or Gravelly Lean Clay with Sand or Gravel
	Inorganic	PI between 4 and 7	CL-ML	Silty Clay, Silty Clay with Sand or Gravel, Sandy or Gravelly Silty Clay, Sandy or Gravelly Silty Clay with Sand or Gravel
	Organic	See footnote 3	OL	Organic Silt (below "A" Line) or Organic Clay (on or above "A" Line) ^(1,2)
SILTS AND CLAYS (35 ≤ Liquid Limit < 50) Intermediate Plasticity	Inorganic	PI < 4 or plots below "A" line	MI	Silt, Silt with Sand or Gravel, Sandy or Gravelly Silt, Sandy or Gravelly Silt with Sand or Gravel
	Inorganic	PI > 7 or plots on or above "A" line	CI	Clay, Clay with Sand or Gravel, Sandy or Gravelly Clay, Sandy or Gravelly Clay with Sand or Gravel
	Organic	See footnote 3	OI	Organic Silt (below "A" Line) or Organic Clay (on or above "A" Line) ^(1,2)
SILTS AND CLAYS (Liquid Limit 50 or greater) High Plasticity	Inorganic	PI plots below "A" line	MH	Elastic Silt, Elastic Silt with Sand or Gravel, Sandy or Gravelly Elastic Silt, Sandy or Gravelly Elastic Silt with Sand or Gravel
	Inorganic	PI plots on or above "A" line	CH	Fat Clay, Fat Clay with Sand or Gravel, Sandy or Gravelly Fat Clay, Sandy or Gravelly Fat Clay with Sand or Gravel
	Organic	See note 3 below	OH	Organic Silt (below "A" Line) or Organic Clay (on or above "A" Line) ^(1,2)

1. If soil contains 15% to 29% plus No. 200 material, include "with sand" or "with gravel" to group name, whichever is predominant.
2. If soil contains ≥30% plus No. 200 material, include "sandy" or "gravelly" to group name, whichever is predominant. If soil contains ≥15% of sand or gravel sized material, add "with sand" or "with gravel" to group name.
3. Ratio of liquid limit of oven dried sample to liquid limit of not dried sample is less than 0.75.

CONSISTENCY	UNCONFINED SHEAR STRENGTH (KSF)	STANDARD PENETRATION (BLOWS/FOOT)
VERY SOFT	< 0.25	< 2
SOFT	0.25 – 0.5	2 – 4
FIRM	0.5 – 1.0	5 – 8
STIFF	1.0 – 2.0	9 – 15
VERY STIFF	2.0 – 4.0	16 – 30
HARD	> 4.0	> 30

MOISTURE	CRITERIA
Dry	Absence of moisture, dusty, dry to the touch
Moist	Damp, but no visible water
Wet	Visible free water, usually soil is below the water table



GEO-LOGIC ASSOCIATES

KEY TO SOIL CLASSIFICATION – COARSE GRAINED SOILS
(MORE THAN 50% IS LARGER THAN NO. 200 SIEVE SIZE)
(modified from ASTM D2487 to include fines with intermediate plasticity)

MAJOR DIVISIONS			GROUP SYMBOLS	GROUP NAMES ¹
GRAVELS (more than 50% of coarse fraction is larger than No. 4 sieve size)	Gravels with less than 5% fines	$Cu \geq 4$ and $1 \leq Cc \leq 3$	GW	Well Graded Gravel, Well Graded Gravel with Sand
		$Cu < 4$ and/or $1 > Cc > 3$	GP	Poorly Graded Gravel, Poorly Graded Gravel with Sand
	Gravels with 5% to 12% fines	ML, MI or MH fines	GW-GM	Well Graded Gravel with Silt, Well Graded Gravel with Silt and Sand
			GP-GM	Poorly Graded Gravel with Silt, Poorly Graded Gravel with Silt and Sand
		CL, CI or CH fines	GW-GC	Well Graded Gravel with Clay, Well Graded Gravel with Clay and Sand
			GP-GC	Poorly Graded Gravel with Clay, Poorly Graded Gravel with Clay and Sand
	Gravels with more than 12% fines	ML, MI or MH fines	GM	Silty Gravel, Silty Gravel with Sand
		CL, CI or CH fines	GC	Clayey Gravel, Clayey Gravel with Sand
		CL-ML fines	GC-GM	Silty Clayey Gravel; Silty, Clayey Gravel with Sand
SANDS (50% or more of coarse fraction is smaller than No. 4 sieve size)	Sands with less than 5% fines	$Cu \geq 6$ and $1 \leq Cc \leq 3$	SW	Well Graded Sand, Well Graded Sand with Gravel
		$Cu < 6$ and/or $1 > Cc > 3$	SP	Poorly Graded Sand, Poorly Graded Sand with Gravel
	Sands with 5% to 12% fines	ML, MI or MH fines	SW-SM	Well Graded Sand with Silt, Well Graded Sand with Silt and Gravel
			SP-SM	Poorly Graded Sand with Silt, Poorly Graded Sand with Silt and Gravel
		CL, CI or CH fines	SW-SC	Well Graded Sand with Clay, Well Graded Sand with Clay and Gravel
			SP-SC	Poorly Graded Sand with Clay, Poorly Graded Sand with Clay and Gravel
	Sands with more than 12% fines	ML, MI or MH fines	SM	Silty Sand, Silty Sand with Gravel
		CL, CI or CH fines	SC	Clayey Sand, Clayey Sand with Gravel
		CL-ML fines	SC-SM	Silty, Clayey Sand; Silty, Clayey Sand with Gravel

US STANDARD SIEVES

3 Inch ¾ Inch No. 4 No. 10 No. 40 No. 200

	COARSE	FINE	COARSE	MEDIUM	FINE	
COBBLES & BOULDERS	GRAVELS		SANDS		SILTS AND CLAYS	

RELATIVE DENSITY (SANDS AND GRAVELS)	STANDARD PENETRATION (BLOWS/FOOT)
Very Loose	0 - 4
Loose	5 - 10
Medium Dense	11 - 30
Dense	31 - 50
Very Dense	50+

1. Add "with sand" to group name if material contains 15% or greater of sand-sized particle. Add "with gravel" to group name if material contains 15% or greater of gravel-sized particle.

MOISTURE	CRITERIA
Dry	Absence of moisture, dusty, dry to the touch
Moist	Damp, but no visible water
Wet	Visible free water, usually soil is below the water table

GEO-LOGIC ASSOCIATES

DATE: 3/9/2020		LOG OF EXPLORATORY DRILL HOLE							DH- 1		
PROJECT NAME: Sandhu Commercial		PROJECT NUMBER: PA20.1008									
DRILL RIG: Mobile B-53R		LOGGED BY: FS									
HOLE DIAMETER: 8-inch hollow stem auger		HOLE ELEVATION: ---									
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample		GROUND WATER DEPTH: Initial: 33 ft Final: 31 ft									
DESCRIPTION OF EARTH MATERIALS	SOIL TYPE	DEPTH (ft)	SAMPLE BLOW COUNT (BLOWS/FOOT)	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTICITY INDEX (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
CLAYEY SAND: Brown (10YR 4/3), moist, loose to medium dense; fine to coarse sand dense, with fine to coarse gravel	SC	1									
		2	S								
		3	D	13			22	9	7	91	
		4	S								
		5	D	48				6		95	
POORLY GRADED GRAVEL with SAND and CLAY: Brown (10YR 4/3), moist, dense to very dense; fine to coarse gravel; with fine to coarse sand, few to some cobbles	GP	6									
		7									
		8									
		9	S								
		10	D	67		11	7		108		
LEAN CLAY with SAND: Brown (10YR 4/3), moist, hard; mostly fine to medium sand	CL	11									
		12									
		13									
		14	S								
		15	D	76		55	16		106		
		16									
		17									
		18									
		19	S								
		20	D	36							
GEO-LOGIC ASSOCIATES								PAGE: 1 of 3			

DATE: 3/9/2020		LOG OF EXPLORATORY DRILL HOLE						DH- 1				
PROJECT NAME: Sandhu Commercial		PROJECT NUMBER: PA20.1008										
DRILL RIG: Mobile B-53R		LOGGED BY: FS										
HOLE DIAMETER: 8-inch hollow stem auger		HOLE ELEVATION: ---										
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample		GROUND WATER DEPTH: Initial: 33 ft Final: 31 ft										
DESCRIPTION OF EARTH MATERIALS	SOIL TYPE	DEPTH (ft)	SAMPLE	BLOW COUNT (BLOWS/FOOT)	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTICITY INDEX (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
CLAYEY GRAVEL with SAND to CLAYEY SAND with GRAVEL: Brown (10YR 4/3), moist, very dense; fine to coarse sand and gravel, few to some cobbles	GC/SC	21										
		22										
		23										
		24	S	82								
		25	D			19		10		122		
		26										
		27										
		28										
		29	S	86								
		30	D									
		31										
		32										
		33										
		34	S	88								
		35	D									
		36										
37												
38												
39	S	68										
40	D											
dense to very dense												
GEO-LOGIC ASSOCIATES									PAGE: 2 of 3			

DATE: 3/9/2020		LOG OF EXPLORATORY DRILL HOLE							DH- 1			
PROJECT NAME: Sandhu Commercial		PROJECT NUMBER: PA20.1008										
DRILL RIG: Mobile B-53R		LOGGED BY: FS										
HOLE DIAMETER: 8-inch hollow stem auger		HOLE ELEVATION: ---										
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample		GROUND WATER DEPTH: Initial: 33 ft Final: 31 ft										
DESCRIPTION OF EARTH MATERIALS	SOIL TYPE	DEPTH (ft)	SAMPLE	BLOW COUNT (BLOWS/FOOT)	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTICITY INDEX (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
CLAYEY GRAVEL with SAND to CLAYEY SAND with GRAVEL (continued)	GC/SC	41										
		42										
		43										
		44										
		45										
very dense	S D D	44		88								
		45										
		46										
		47										
		48										
		49										
		50										
		51										
		52										
		53										
		54										
		55										
		56										
		57										
		58										
		59										
60												
BOTTOM OF HOLE = 45 Feet												
GEO-LOGIC ASSOCIATES									PAGE: 3 of 3			

DATE: 3/9/2020		LOG OF EXPLORATORY DRILL HOLE							DH- 2			
PROJECT NAME: Sandhu Commercial		PROJECT NUMBER: PA20.1008										
DRILL RIG: Mobile B-53R		LOGGED BY: FS										
HOLE DIAMETER: 8-inch hollow stem auger		HOLE ELEVATION: ---										
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample		GROUND WATER DEPTH: Initial: --- Final: ---										
DESCRIPTION OF EARTH MATERIALS	SOIL TYPE	DEPTH (ft)	SAMPLE	BLOW COUNT (BLOWS/FOOT)	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTICITY INDEX (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
CLAYEY SAND: Brown (10YR 4/3), moist, medium dense; fine to coarse sand medium dense to dense, with fine to coarse gravel	SC	1										
		2	S	19								
		3	D					11		106		
		4	S	47								
		5	D					8		101		
		6										
POORLY GRADED GRAVEL with SAND and CLAY: Brown (10YR 4/3), moist, dense; fine to coarse gravel; with fine to coarse sand, few to some cobbles	GP	7										
		8										
		9	S	66								
		10	D					9		96		
		11										
		12										
		13										
		14	S	56								
		15	D									
BOTTOM OF HOLE = 15 Feet No groundwater encountered		16										
		17										
		18										
		19										
		20										
GEO-LOGIC ASSOCIATES									PAGE: 1 of 1			

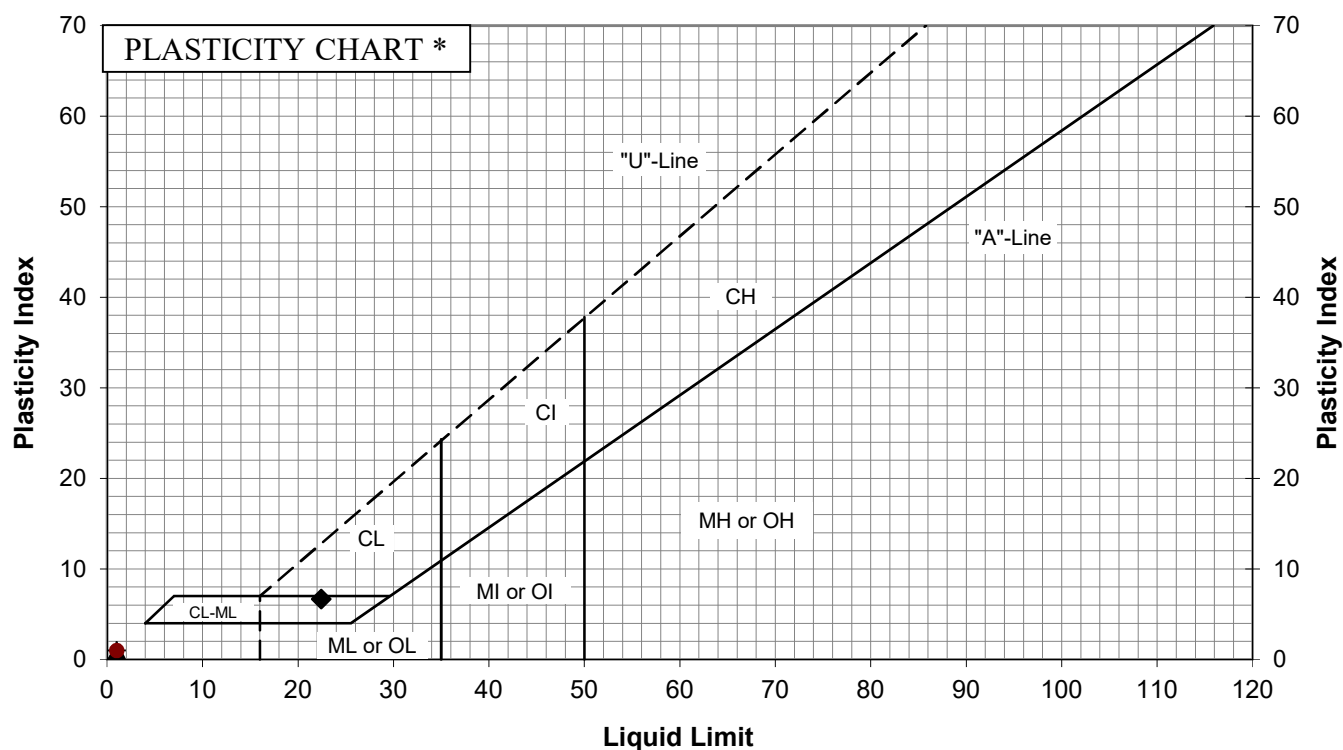
DATE: 3/9/2020		LOG OF EXPLORATORY DRILL HOLE						P- 1				
PROJECT NAME: Sandhu Commercial		PROJECT NUMBER: PA20.1008										
DRILL RIG: Mobile B-53R		LOGGED BY: FS										
HOLE DIAMETER: 8-inch hollow stem auger		HOLE ELEVATION: ---										
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample		GROUND WATER DEPTH: Initial: --- Final: ---										
DESCRIPTION OF EARTH MATERIALS	SOIL TYPE	DEPTH (ft)	SAMPLE	BLOW COUNT (BLOWS/FOOT)	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTICITY INDEX (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)
CLAYEY SAND with GRAVEL: Brown (10YR 4/3), moist, very dense; fine to coarse sand; with fine to coarse gravel	SC	1										
		2	S	50/6"								
		3										
POORLY GRADED GRAVEL with SAND and CLAY: Brown (10YR 4/3), moist, medium dense; fine to coarse gravel; with fine to coarse sand, few to some cobbles	GP	4	S	41								
		5	D									
		6	D									
		7										
		8										
		9	S	25								
		10	D		8	5	98					
		11	D									
BOTTOM OF HOLE = 10 Feet No groundwater encountered		12										
		13										
		14										
		15										
		16										
		17										
		18										
		19										
		20										
		GEO-LOGIC ASSOCIATES									PAGE: 1 of 1	

DATE: 3/9/2020		LOG OF EXPLORATORY DRILL HOLE						P- 2						
PROJECT NAME: Sandhu Commercial		PROJECT NUMBER: PA20.1008												
DRILL RIG: Mobile B-53R		LOGGED BY: FS												
HOLE DIAMETER: 8-inch hollow stem auger		HOLE ELEVATION: ---												
SAMPLER: D = 3" OD, 2½" ID Split-spoon X = 2½" OD, 2" ID Split-spoon I = Standard Penetrometer (2" OD SPT) S = Slough in sample		GROUND WATER DEPTH: Initial: --- Final: ---												
DESCRIPTION OF EARTH MATERIALS	SOIL TYPE	DEPTH (ft)	SAMPLE	BLOW COUNT (BLOWS/FOOT)	POCKET PEN (tsf)	% PASSING #200 SIEVE	LIQUID LIMIT (%)	WATER CONTENT (%)	PLASTICITY INDEX (%)	DRY DENSITY (pcf)	FAILURE STRAIN (%)	UNCONFINED COMPRESSIVE STRENGTH (psf)		
CLAYEY SAND: Brown (10YR 4/3), moist, medium dense; fine to coarse sand; with fine to coarse gravel	SC	1	S	16										
		2	D											
		3	D											
POORLY GRADED GRAVEL with SAND and CLAY: Brown (10YR 4/3), moist, dense; fine to coarse gravel; with fine to coarse sand, few to some cobbles	GP	4	S	50										
		5	D											
		6	D											
		7												
		8												
		9	S											
		No recovery, very dense		50/5"										
		No recovery, very dense		50/5"										
		BOTTOM OF HOLE = 10.5 Feet No groundwater encountered		11										
				12										
13														
14														
15														
16														
17														
18														
		19												
		20												
GEO-LOGIC ASSOCIATES									PAGE: 1 of 1					

APPENDIX B

LABORATORY TEST RESULTS

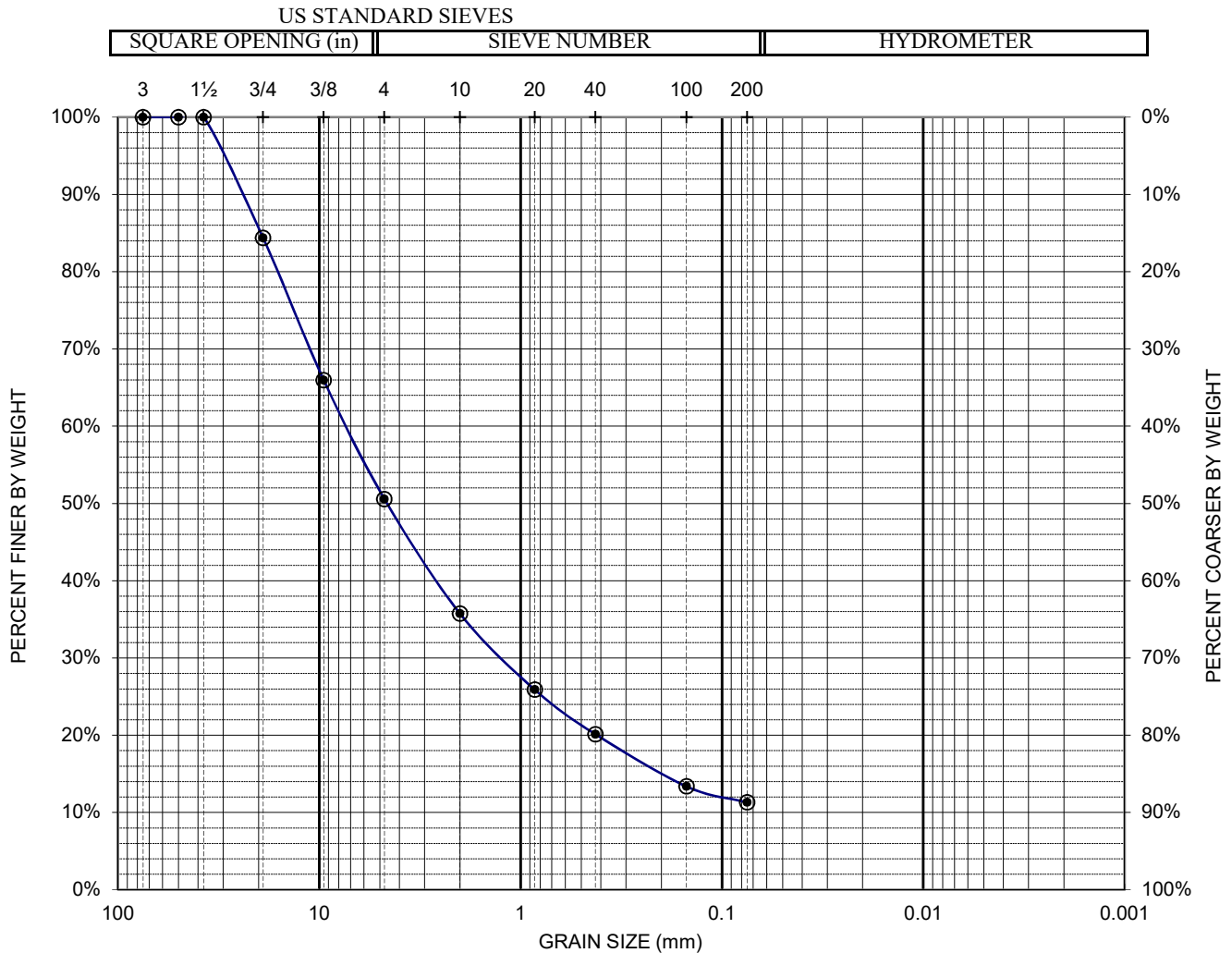
ATTERBERG LIMITS TEST RESULTS					
PROJECT NAME Sandhu Commercial				PROJECT No. PA20.1008.00	
DATE OF TEST	3/16/2020				
KEY SYMBOL	◆				
DRILL HOLE No.	1				
DEPTH (ft)	2.5				
NATURAL WATER CONTENT (%)	9				
% Retained No. 40 SIEVE (Est.)	---				
% PASSING No. 200 SIEVE	---				
LIQUID LIMIT	22				
PLASTIC LIMIT	16				
PLASTICITY INDEX	7				
CLASSIFICATION SYMBOL	CL-ML				



* Based on the Unified Soil Classification System modified to incorporate the "intermediate" classifications CI, MI, and OI for soils with liquid limits between 35 and 50. In the unmodified Unified Soil Classification System, such soils would be classified as CL, ML and OL, respectively.

GRAIN SIZE TEST RESULTS

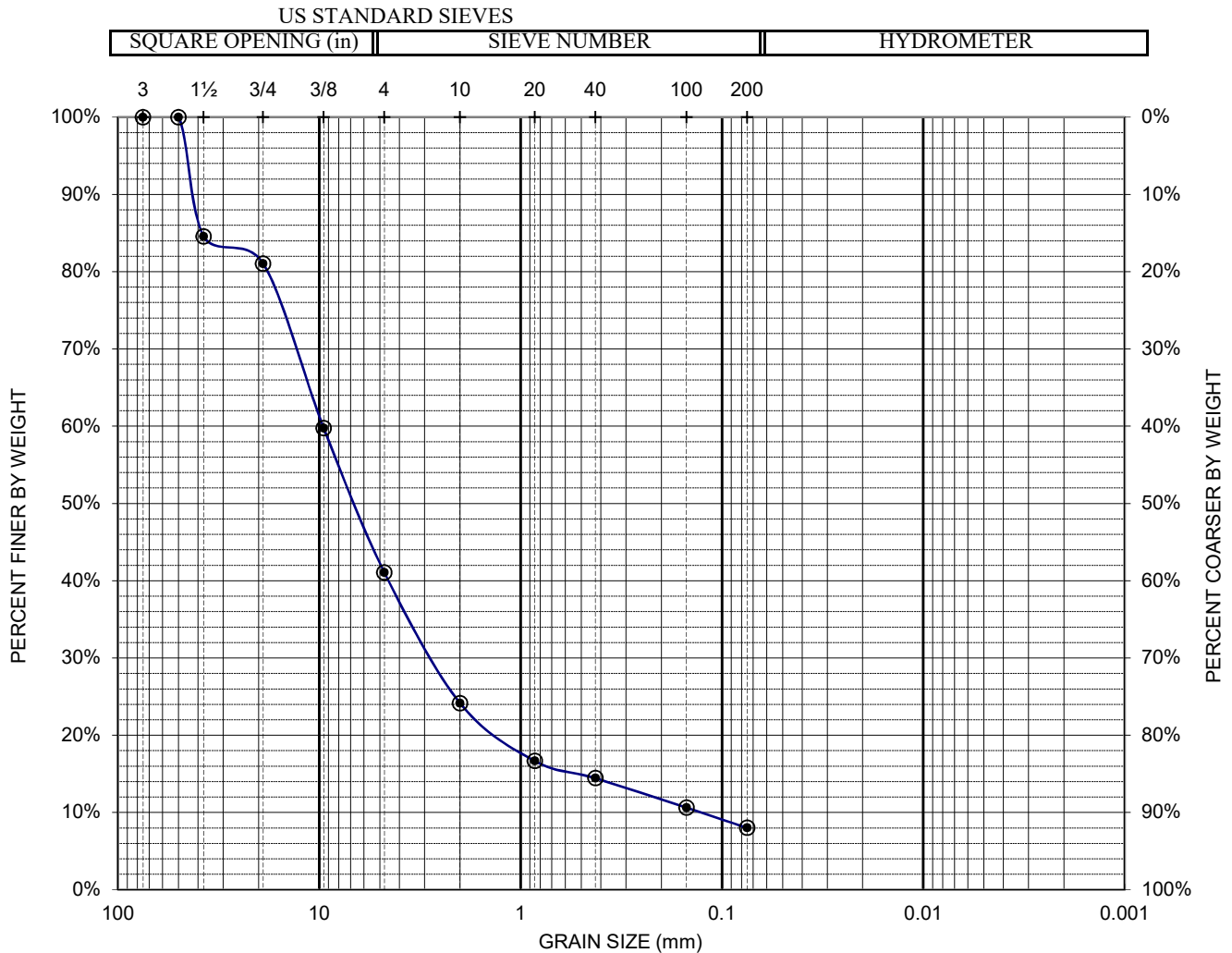
PROJECT NAME Sandhu Commercial				PROJECT No. PA20.1008.00	
DRILL HOLE No. 1	DEPTH (ft) 9.5	SAMPLE 0	DATE OF TEST	1/0/1900	
SOURCE/QUARRY: ---					
DESCRIPTION OF SOIL: Poorly Graded Gravel with Sand and Clay					



REMARKS:

GRAIN SIZE TEST RESULTS

PROJECT NAME Sandhu Commercial				PROJECT No. PA20.1008.00	
DRILL HOLE No. P-1	DEPTH (ft) 9.5	SAMPLE 0	DATE OF TEST	3/13/2020	
SOURCE/QUARRY: ---					
DESCRIPTION OF SOIL: Poorly Graded Gravel with Sand and Clay					



	COARSE	FINE	COARSE	MEDIUM	FINE	
COBBLES	GRAVEL		SAND			SILT & CLAY
	58.9%		33.1%			8.0%

REMARKS:

GEO-LOGIC ASSOCIATES

Figure B-3

RevOct20070

PLANNING COMMISSION STAFF REPORT

MEETING DATE: June 14, 2022

PREPARED BY:

Rich Buikema, Contract Planner

APPROVED BY: Jennifer Carmen

ZA2022-0003 AN ORDINANCE OF THE CITY OF MORGAN HILL ADDING A NEW SECTION 18.92.115 (“OUTDOOR DINING”) TO CHAPTER 18.92 (“SUPPLEMENTAL STANDARDS”) OF TITLE 18 (“ZONING”) OF THE MORGAN HILL MUNICIPAL CODE ESTABLISHING STANDARDS FOR RESTAURANTS TO UTILIZE AN ADJACENT SIDEWALK/PATIO (SIDEWALK CAFÉ), OR PARKING AREA (PARKLET), FOR THE PURPOSES OF OUTDOOR DINING.

RECOMMENDATION(S)

1. Open/close public hearing; and,
2. Adopt Resolution recommending City Council approval of the Municipal Code Amendment.

LOCATION MAP/PROJECT INFORMATION:

Currently, the City's Zoning Ordinance does not address outdoor dining on private property. A Zoning Amendment is proposed that will add a new section to the Zoning Ordinance to specifically include operational standards and permitting requirements for outdoor dining on private and public property. The proposed regulations are focused on ensuring vehicle and pedestrian circulation, and creating well-designed, attractive outdoor dining areas. The draft ordinance reflects the provisions provided within the [Morgan Hill Outdoor Dining Program and Manual \(weblink\)](#), adopted by the City Council on May 4, 2022. The Morgan Hill Outdoor Dining Manual is a 42-page comprehensive overview of outdoor dining guidelines and standards for Parklets located on private and public property.

BACKGROUND:

On January 19, 2022, the City Council directed staff to develop a Semi-Permanent Parklet Program and Parklet Grant Funding Program to aide in the transition of existing Parklets and construction of new Parklets to a new, longer-term Parklet Program. This replaces the Morgan Hill Al Fresco Program which was put in place in response to the pandemic that expires on December 31, 2022. This program condenses the existing outdoor dining policies, procedures, and guidelines into one comprehensive user-friendly manual.

PROJECT DESCRIPTION:

The proposed Zoning Amendment will add a new section to address outdoor dining in Chapter 18.92 - Supplemental Standards. This chapter currently includes standards for specific land uses such as drive-through facilities, convenience markets and liquor stores for which specific standards are appropriate.

The proposed amendment includes standards and permitting requirements for both Sidewalk Cafes and Parklets which are defined as follows:

Sidewalk Cafe

Private Property: Outdoor dining spaces located within the sidewalk area or adjacent landscaping area, located on private property such as a shopping center, that are associated with adjacent eating and drinking establishments.

The proposed ordinance does not require City review for a Sidewalk Cafe located on private property that adheres to the standards in the Morgan Hill Outdoor Dining Manual. Sidewalk Cafe's involving permanent structures will require the approval of a Zoning Clearance. In addition, the draft ordinance specifically exempts the outdoor seating areas from the on-site parking requirements for restaurants.

Public: Outdoor dining spaces located within the sidewalk area of the public right-of-way, that are associated with an adjacent eating and drinking establishments.

An Encroachment permit is required for a Sidewalk Cafe located in the public right-of-way in accordance with Chapter 12.04 of the Municipal Code.

Parklets

Private Parklets: Outdoor spaces created in parking stalls on private property to be utilized for outdoor dining.

A Zoning Clearance is proposed to be required for a parklet on private property. The proposed location and extent of the Parklet will be reviewed on a case-by-case basis by the Development Services Director to assure that sufficient parking is available on the site.

Public Parklets: Outdoor spaces created in formerly dedicated parking stalls in the public right-of-way, consisting of a semi-permanent extension of the existing curb into the parking lane to facilitate outdoor dining.

An Encroachment permit will be required for a Parklet proposed to be located in the public right-of-way in accordance with Chapter 12.08 of the Municipal Code.

PROJECT ANALYSIS AND FINDINGS:

The proposed project was analyzed with respect to conformance with 1) Morgan Hill 2035 General Plan; 2) Zoning Ordinance and 4) California Environmental Quality Act:

1. **General Plan Consistency** The allowance for outdoor dining in Morgan Hill is supportive of the following General Plan Policies.

Policy CNF-12.4 The design of neighborhood center should provide a sense of place, promote casual interaction, and enhance overall well-being.

The allowance for outdoor dining within neighborhood centers will contribute towards the creation of a sense of place and provides a setting for casual interaction.

Policy CNF-14.3 D. Support the implementation of the Downtown Specific Plan

The Downtown Specific Plan promotes outdoor dining and openable window wall design features

adjacent to sidewalks for restaurants.

2. Zoning Ordinance Consistency

The purpose of the Zoning Code is to implement the General Plan and to protect the public health, safety, and welfare. The City may approve a Zoning Amendment only if the following findings are made:

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

Consistent

The proposed text amendments will implement many General Plan Goals and Policies, including those aimed at supporting restaurants and shopping centers in Downtown Morgan Hill and other areas of the City.

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

Consistent

The proposed text amendments are intended to allow for well-designed outdoor dining that accommodates vehicle and pedestrian circulation and will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

c. The proposed amendment is internally consistent with other applicable provisions of the zoning code.

Consistent

The proposed text amendments will not create any internal inconsistencies with any other zoning code provisions.

CONCLUSION:

The proposed Zoning Amendment will add a new section to the Zoning Ordinance to specifically include operational standards and permitting requirements for outdoor dining on both public and private property. The proposed ordinance specifically references the standards contained in the Morgan Hill Outdoor Dining manual and establishes City review procedures that are intentionally streamlined in order to encourage sidewalk cafes and parklets in Morgan Hill. It is anticipated that the proposed regulations will facilitate outdoor dining throughout the City within safe and attractive outdoor dining areas.

CEQA (California Environmental Quality Act):

This Ordinance is categorically exempt from environmental review under Section 15061(b)(3) of the State CEQA Guidelines. The proposed text amendments are covered by the general rule that CEQA applies only to projects which have the potential to cause a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The proposed amendment is a minor change to add standards to the Municipal Code for outdoor dining that is incidental to a restaurant use and will not result in any direct impact upon the physical environment. Any development that occurs in the future subject to such standards will undergo an independent analysis pursuant to the requirements of CEQA.

COMMUNITY ENGAGEMENT:

The City of Morgan Hill conducted the following meetings and outreach regarding the Morgan Hill Outdoor Dining Program and Manual:

April 14, 2022 - Chamber of Commerce Economic Development Meeting

April 21, 2022 - Morgan Hill Downtown Association Meeting

April 28, 2022 - Draft version of the Outdoor Dining Manual included in the Economic Development eNewsletter

April 29, 2022 - Draft version of the Outdoor Dining Manual included in the City's 411

May 2 and 3, 2022 - Draft version of the Outdoor Dining Manual shared & reviewed with Citywide restaurant operators

May 25, 2022 - Shopping Center Owner/Broker Meeting

A 10-day public hearing notice was published in the June 3, 2022 edition of the Morgan Hill Times pursuant to Government Code Sections 65090-65096. Notices were also provided on the City's 411, the City's website, and via social media.

ATTACHMENTS:

1. PC Resolution
2. Outdoor Dining Ordinance Draft
3. Staff Presentation

RESOLUTION NO. 22-10

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL RECOMMENDING APPROVAL OF MUNICIPAL CODE AMENDMENT (ZA2022-0003) TO TITLE 18, DIVISION I, ZONING CODE ADDING A NEW SECTION 18.92.115 (“OUTDOOR DINING”) TO CHAPTER 18.92 (“SUPPLEMENTAL STANDARDS”) OF TITLE 18 (“ZONING”) ESTABLISHING STANDARDS FOR RESTAURANTS TO UTILIZE AN ADJACENT SIDEWALK/PATIO (SIDEWALK CAFÉ), OR PARKING AREA (PARKLET), FOR THE PURPOSES OF OUTDOOR DINING.

WHEREAS, this proposed Ordinance (Zoning Amendment ZA2022-0003) was considered by the Planning Commission of the City of Morgan Hill at its regular meeting on June 14, 2022;

WHEREAS, the Planning Commission has reviewed recommendations contained in the June 14, 2022, staff report on this item;

WHEREAS, the amendments proposed by this Ordinance are necessary to aid in creating well-designed, attractive outdoor dining areas with adequate vehicle and pedestrian circulation, and;

WHEREAS, this ordinance is exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines, as the proposed text amendments to the Morgan Hill Zoning Code is not a project with potential for causing a significant effect on the environment requiring California Environmental Quality Act (CEQA) analysis.; and

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

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

SECTION 1. The proposed amendment is consistent with the General Plan and any applicable specific plan as provided by Government Code Section 65860.

The proposed text amendments will implement many General Plan Goals and Policies including those aimed at promoting economic development.

SECTION 2. The proposed amendments will not be detrimental to the public interest, health, safety, convenience, or welfare of the City. The proposed text amendments are intended to allow for well-designed outdoor dining that accommodates vehicle and pedestrian circulation and will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

SECTION 3. The proposed amendment is internally consistent with other applicable provisions of the zoning code.

The proposed text amendments will not create any internal inconsistencies with any other zoning code provisions.

SECTION 4. The Planning Commission hereby recommends approval of amendments to the text of the Morgan Hill Municipal Code to add a new section 18.92.115 – Outdoor Dining to Chapter 18.92 - Supplemental Standards. All text amendments recommended to be made as shown in the draft ordinance (Attachment 2 of the staff report).

PASSED AND ADOPTED THIS 14th DAY OF JUNE 2022, AT A REGULAR MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST:

Jenna Luna, Deputy City Clerk

APPROVED:

Malisha Kumar, Chair

Date: _____

ORDINANCE NO. XXXX, NEW SERIES

AN ORDINANCE OF THE CITY OF MORGAN HILL ADDING A NEW SECTION 18.92.115 (“OUTDOOR DINING”) TO CHAPTER 18.92 (“SUPPLEMENTAL STANDARDS”) OF TITLE 18 (“ZONING”) OF THE MORGAN HILL MUNICIPAL CODE ESTABLISHING STANDARDS FOR RESTAURANTS TO UTILIZE AN ADJACENT SIDEWALK/PATIO (SIDEWALK CAFÉ), OR PARKING AREA (PARKLET), FOR THE PURPOSES OF OUTDOOR DINING.

THE CITY COUNCIL OF THE CITY OF MORGAN HILL DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 18.92.115 (“Outdoor Dining”) of Chapter 18.92 (“Supplemental Standards”) of Title 18 (“Zoning”) is hereby added to read as follows:

18.92.115 Outdoor Dining

A. Purpose: In order to accommodate vehicle and pedestrian circulation and to create well-designed and attractive outdoor dining areas, this section establishes standards for restaurants to utilize an adjacent sidewalk/patio (Sidewalk Café), or parking area (Parklet), for the purposes of outdoor dining.

B. Definitions:

Public Sidewalk Café: Outdoor dining spaces located within the sidewalk area of the public right-of-way, that are associated with an adjacent eating and drinking establishments.

Private Sidewalk Cafes: Outdoor dining spaces located within the sidewalk area or adjacent landscaping area, located on private property such as a shopping center, that are associated with adjacent eating and drinking establishments.

Public Parklets: Outdoor spaces created in formerly dedicated parking stalls, consisting of a semi-permanent extension of the existing curb into the parking lane to facilitate outdoor dining.

Private Parklets: Outdoor spaces created in private parking stalls consisting of a semi-permanent extension of the existing curb into the parking lane to facilitate outdoor dining.

C. All Sidewalk Cafés and Parklets shall be permitted, designed, and operated in accordance with the Morgan Hill Outdoor Dining Manual adopted by City Council as may be amended from time to time.

D. A Zoning Clearance in accordance with Section 18.108.110 is required for a Private Parklet, or a Private Sidewalk Café which includes permanent structures.

E. Encroachment Permit is required for Public Parklet as described in the Morgan Hill Outdoor Dining Manual, and for a Public Sidewalk Café as described in the Morgan Hill Outdoor Dining Manual and pursuant to Section 12.04.030 of the Morgan Hill Municipal Code.

F. Exceptions to Standards. The Development Services Director may allow accessory outdoor dining that deviates from the standards in the Morgan Hill Outdoor Dining Manual with approval of an Administrative Use Permit in accordance with Section 18.108.020.

G. Parking. Outdoor dining in a Sidewalk Café is not subject to the on-site parking requirements contained in Section 18.72.010 (Parking and Loading). The amount and location of the parking stalls proposed to be utilized for a Private Parklet will be evaluated by the Development Services Director.

H. Outdoor dining areas may not be arranged or operated in a manner that would:

- a. Cause a safety hazard.
- b. Obstruct the entrance to a building.
- c. Reduce the accessible path of travel.
- d. Interfere with access or parking required to be maintained under the Americans with Disabilities Act (ADA).
- e. Encroach upon driveways or drainages, or otherwise create hazards for pedestrian or vehicle traffic.
- f. Creates a private or public nuisance.

SECTION 2. Severability. If any part of this Ordinance is held to be invalid or inapplicable to any situation by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance or the applicability of this Ordinance to other situations.

SECTION 3. Effective Date; Publication. This ordinance shall take effect thirty (30) days after the date of its passage and adoption. The City Clerk is hereby directed to publish in full or summary this ordinance pursuant to §36933 of the Government Code in a newspaper of general circulation in the City of Morgan Hill.

The foregoing ordinance was introduced, and the title thereof read at a regular meeting of the City Council of the City of Morgan Hill held on the ____ day of _____ 2022, and was finally adopted at a regular meeting of said Council on the ____ day of ____ 2022, and said ordinance was duly passed and adopted in accordance with law.

PASSED AND ADOPTED by the City Council of Morgan Hill at the regular meeting held on the __th day of _____, 2022 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

APPROVED:

ATTEST:

RICH CONSTANTINE, Mayor

MICHELLE BIGELOW, City Clerk

∞ CERTIFICATE OF THE CITY CLERK ∞

I, MICHELLE BIGELOW, CITY CLERK OF THE CITY OF MORGAN HILL, CALIFORNIA, do hereby certify that the foregoing is a true and correct copy of Ordinance No. XXXX, New Series, adopted by the City Council of the City of Morgan Hill, California at their regular meeting held on the XX XX 2022.

WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.

DATE: _____

MICHELLE BIGELOW, City Clerk



Morgan Hill Outdoor Dining Ordinance

Planning Commission Presentation



Outdoor Dining Ordinance



- New Zoning Standards and Permitting Requirements for Outdoor Dining on Public and Private Property.
- Incorporates the Morgan Hill Outdoor Dining Program and Manual, adopted by the City Council on May 4, 2022 into the Municipal Code.

Outdoor Dining Evolution



2018
Parklet Pilot
Program

Created to activate streets, promote walkability, slowdown traffic, and increase vibrancy.

2020
Al Fresco

Created to help businesses Citywide survive the Covid-19 Pandemic. Set to expire December 2022.

2022
Outdoor Dining
Program &
Manual

Provides standards for outdoor dining in public and private property. Establishes permitting process and design guidelines. Adopted by City Council on May 4, 2022.

Types of Outdoor Dining

Sidewalk Cafes are outdoor dining spaces located within a sidewalk area, that are associated with an adjacent eating and drinking establishment.



Private Parklet, Betto's Bistro



Parklets are outdoor dining spaces created in formerly dedicated parking stalls, consisting of a semi-permanent extension of the existing curb into the parking lane to facilitate outdoor dining.

Public Parklet, Maurizio's



Private Parklet, Margarita's



Public Sidewalk Café, Palmerino's



Private Sidewalk Café, Yolked



Outdoor Dining Examples

Outdoor Dining Permits & Fees



Sidewalk Café

- Public Sidewalk Café Encroachment Permit
\$672 Every 3 years
- Private Sidewalk Café
No City Review Unless Permanent Structures Included (Zoning Clearance)

Public Parklet

- Encroachment Permit
\$672 every 7 years
- Refundable Security Deposit
\$1,000 one-time
- Annual Rental Fee*
\$1,000/year

*waived in 2023

Private Parklet

- Zoning Clearance
\$250 one-time
- Or
- Administrative Use Permit
\$1,500 one-time

Outdoor Dining Key Standards

- Outdoor Dining Manual
 - Accessibility
 - Barrier
 - Design
 - Location
 - Maintenance
 - Operations
 - Permitting
 - Safety
- Exempts outdoor dining from additional on-site parking requirements

Current Program Timeline



- Transition out of Al Fresco
- Businesses will be required to obtain necessary permits
- 5 Months for education and outreach
- Code Enforcement (citations) in 2023

Planning Commission Recommendation



**Recommend City Council
approval of amendments to the
text of the Morgan Hill Municipal
Code to add a new section
18.92.115 – Outdoor Dining to
Chapter 18.92 - Supplemental
Standards.**



Questions?