CITY OF MORGAN HILL

**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*

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**Tuesday, June 28, 2022 7:00 PM**

**Virtual Meeting**

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## VIRTUAL MEETING GUIDELINES AND PUBLIC COMMENT

In accordance with Executive Order N-25-20 and guidance from the California Department of Public Health on gatherings, remote public participation is allowed. Physical meetings will not be in the City Council Chamber until further notice.
Planning Commission meetings will be live streamed on Channel 17, on the City's website and on the City's Facebook page. Those members of the community that would like to participate in the meetings remotely may do so by join the virtual meeting at:
https://bit.ly/PlanningCommissionMtg or by calling in to: (669) 900-9128, then enter the webinar ID#: 862 0324 6251.
Public comment may be provided in the following ways:

- Join the virtual Planning Commission meeting via the link above, when public comment is opened, raise your virtual 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

## PUBLIC HEARINGS

1. **SD2021-0005/SR2022-0002/VAR2022-0003: Juan Hernandez – Brookfield Properties (MFH CM LLC): Request for an amended Tentative Map for the medical portion, and a Vesting Tentative Map, Design Permit, and Minor Exception for the development of the residential portion, also referred to as "Rosewood", of the Lillian Commons medical campus mixed-use project. The amending Tentative Parcel Map will amend the approved Tentative Parcel Map SD2019-0007. The proposed Vesting Tentative Map and Design Permit are for the development of a 120-unit residential project that consists of 34 single-family attached duet homes, 86 townhome-style condominiums, associated utilities and infrastructure, and approximately 1.98-acres of park space within the project boundaries. The Minor Exception request is to allow a maximum building height of 38 feet 6 inches. The properties, identified by Assessor Parcel Numbers 817-09-039 thru 041, are located on the southeast quadrant of Juan Hernandez Drive and Barrett Avenue (BFH CM LLC, Owner).**

   Recommendation:

   1. Open/close public hearing;
   2. Adopt a Resolution approving amendments to Tentative Parcel Map SD2019-0007; and,
   3. Adopt a Resolution approving a Vesting Tentative Map, Design Permit,

and Minor Exception

## 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.*

CITY OF MORGAN HILL

# PLANNING COMMISSION STAFF REPORT
# MEETING DATE: June 28, 2022

PREPARED BY:
Joey Dinh, Associate Planner
APPROVED BY: Jennifer Carmen

**SD2021-0005/SR2022-0002/VAR2022-0003: JUAN HERNANDEZ – BROOKFIELD PROPERTIES (MFH CM LLC): REQUEST FOR AN AMENDED TENTATIVE MAP FOR THE MEDICAL PORTION, AND A VESTING TENTATIVE MAP, DESIGN PERMIT, AND MINOR EXCEPTION FOR THE DEVELOPMENT OF THE RESIDENTIAL PORTION, ALSO REFERRED TO AS "ROSEWOOD", OF THE LILLIAN COMMONS MEDICAL CAMPUS MIXED-USE PROJECT. THE AMENDING TENTATIVE PARCEL MAP WILL AMEND THE APPROVED TENTATIVE PARCEL MAP SD2019-0007. THE PROPOSED VESTING TENTATIVE MAP AND DESIGN PERMIT ARE FOR THE DEVELOPMENT OF A 120-UNIT RESIDENTIAL PROJECT THAT CONSISTS OF 34 SINGLE-FAMILY ATTACHED DUET HOMES, 86 TOWNHOME-STYLE CONDOMINIUMS, ASSOCIATED UTILITIES AND INFRASTRUCTURE, AND APPROXIMATELY 1.98-ACRES OF PARK SPACE WITHIN THE PROJECT BOUNDARIES. THE MINOR EXCEPTION REQUEST IS TO ALLOW A MAXIMUM BUILDING HEIGHT OF 38 FEET 6 INCHES. THE PROPERTIES, IDENTIFIED BY ASSESSOR PARCEL NUMBERS 817-09-039 THRU 041, ARE LOCATED ON THE SOUTHEAST QUADRANT OF JUAN HERNANDEZ DRIVE AND BARRETT AVENUE (BFH CM LLC, OWNER).**

## RECOMMENDATION(S)

1. Open/close public hearing;
2. Adopt a Resolution approving amendments to Tentative Parcel Map SD2019-0007; and,
3. Adopt a Resolution approving a Vesting Tentative Map, Design Permit, and Minor Exception

## LOCATION MAP/PROJECT INFORMATION:

| | | |
|---|---|---|
| 1. | Location: | 16130 Juan Hernandez Drive, on the southeast corner of Barrett Avenue and Juan Hernandez Drive (APNs 817-09-039, 817-09-040 and 817-09-041) |
| 2. | Site Area: | 19.67± Acres |
| 3. | General Plan: | Mixed-Use Flex |
| 4. | Zoning: | Mixed-Use Flex (MU-F) (Service Commercial) and PD (Planned Development Combining District) |
| 5. | Request: | Request for amendments to Tentative Parcel Map (SD2019-0007), Vesting Tentative Map (SD2021-0005), Design Permit (SR2022-0002), and Minor Exception (VAR2022-0003) to develop the residential portion of the Lillian Commons project (also referred to as Juan Hernandez - MH Medical Properties) |

**BACKGROUND:**

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

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

Lillian Commons LLC proposed a General Plan Amendment and Zoning Amendment to change the General Plan designation and base zoning district from Service Commercial (CS) to Mixed Use Flex (MU-F) with a Planned Development Combining District (PD) and PD Master Plan for a mixed-use project for the site. As required by Section 18.30.050 (Planned Development Combining District) of the Morgan Hill Municipal Code, the Planning Commission reviewed the preliminary application at their January 28, 2020 meeting.

The Planning Commission reviewed the proposed General Plan Amendment (GPA2019-0005), Zoning Amendment (ZA2019-0016), Tentative Parcel Map (SD2019-0007), and Mitigated Negative Declaration (EA2019-0023) for the mixed-use project on September 29, 2020 and October 13, 2020, recommending approval of the project to the City Council with a change to cap the residential use to 200 units.

On November 4, 2020, the City Council reviewed the Lillian Commons mixed-use project, which included a medical campus (a hospital, medical offices and related commercial uses), and up to 150 units of housing. The City Council approved Resolution No. 20-058 (Mitigated Negative Declaration) (Attachment 3), Resolution No. 20-059 (General Plan Amendment) (Attachment 4), Resolution No. 20-060 (Adopting Tentative Parcel Map) (Attachment 5), and Ordinance No. 2318 (Zoning Amendment) (Attachment 6) limiting housing to only the northern portion of the site (Parcel C) and requiring medical uses on the remainder of the site.

**PROJECT DESCRIPTION:**

Brookfield Properties has proposed an amended Tentative Map for the medical campus portion, and

a Vesting Tentative Map, Design Permit, and Minor Exception for the development of the residential portion, also referred to as “Rosewood”, of the Lillian Commons medical campus mixed-use project. The amended Tentative Parcel Map will amend the approved Tentative Parcel Map SD2019-0007 (Attachment 7). The proposed Vesting Tentative Map (Attachment 8) and Design Permit are for the development of a 120-unit residential project that consists of 34 single-family attached duet homes, 86 townhome-style condominiums, associated utilities and infrastructure, and approximately 1.98-acres of park space within the project boundaries (Attachment 9).

The common open space includes shade structures, park benches, picnic tables, barbecues, children's play structures, and a pickleball court. The project will be accessed off of Juan Hernandez Drive with two intersecting private right-of-ways: private street "A" and private street "B", which will connect with the public right-of-way St. James Drive. Onsite circulation will be serviced by a private street network consisting of a looping pattern of fire-accessible streets, alleys, and two emergency vehicle accesses (EVA) off of Barrett Avenue. The two driveways on Barrett Avenue will be EVA only. On the northern side of the property there will be a visitor parking lot that will allow visitors to park adjacent to and access the common open space areas. Two parcels will be reserved for future medical facilities.

The Minor Exception request is for a 10% increase above the 35-foot height limit of the Lillian Commons Planned Development Master Plan to allow a maximum building height of 38 feet 6 inches for the three-story townhome buildings. The Approved Tentative Parcel Map (SD2019-0007) is proposed to be amended to allow the property line between Parcel C and Parcel A to move in order for the detention basin to be entirely on the residential side of the "Rosewood" project. In addition, the amendments would include clarifying the Conditions of Approval for SD2019-0007 to specify the timing of the conditions, and specify whether they apply to the residential development, medical development, or both.

**Site Description**

The 19.67± acre project site is located at the southeast corner of the intersection of Juan Hernandez Drive and Barrett Avenue in the City of Morgan Hill. The project site consists of three existing parcels: two undeveloped adjoining parcels of land, Assessor’s Parcel Number (APN) 817-09-041 (13.94± acres) and APN 817-09-039 (4.04± acres), and an existing 12,300 square foot medical office, 3,600 square foot surgical facility, and paved parking lot on APN 817-09-040 (1.69± acres). “Rosewood” the residential portion of the Lillian Commons mixed-use project would be on an approximately 10.04± acre portion of APN 817-09-041.

**Surrounding Uses/Land Use**

| | General Plan Land Use | Zoning | Existing Use |
|---|---|---|---|
| **North** | Public Facilities (PF)/ Residential Detached Medium Density (RDM) | Public Facilities (PF)/ Residential Detached Medium Density 7,000 (RDM-7,000) | Barrett Elementary School and single family detached homes |
| **South** | Highway Commercial (CH) | Highway Commercial (CH)/Planned Unit Development (PUD) | Undeveloped |
| **East** | Highway Commercial (CH) | Highway Commercial (CH)/Planned Unit Development (PUD) | Highway 101, hotels, and motorcycle dealership |
| **West** | Residential Attached | Residential Attached Low 3,500 | Single family detached |

| | | | |
|---|---|---|---|
| | Low (RAL) | (RAL-3500)/Planned Unit Development (PUD) | homes |

**PROJECT ANALYSIS AND FINDINGS:**

**ANALYSIS**

The proposed project was analyzed with respect to consistency with the General Plan, Zoning Ordinance, Minor Exceptions, Subdivision Map Act, and the California Environmental Quality Act (CEQA).

1. **General Plan**

The Rosewood project includes development of 120 units consisting of 34 single-family attached duets and 86 townhome-style condominiums, associated utilities and infrastructure, and approximately 1.98-acres of park space. The project is found to be consistent with the policies and provisions of the Morgan Hill 2035 General Plan as described below.

*City and Neighborhood Form Element*

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

*Consistent:* The Rosewood project will develop 86 townhome-style condominiums. This new housing development will be adjacent to transportation routes such as Barrett Avenue, Juan Hernandez Drive, Tennant Avenue, and Highway 101. The new housing development will be located directly adjacent to Barrett Elementary, medical services and conveniently located near the Tennant Station shopping plaza.

**Policy CNF-10.4 – Single-Family Housing Supply.** Support actions to maintain an adequate supply of single-family housing throughout the community, including provision of affordable single-family housing for those persons who work within the community.

*Consistent:* The Rosewood project will develop 34 single-family attached duets. The applicant also has an approved Inclusionary Housing Affordable Agreement that includes the construction of nine below market-rate (BMR) units. In addition, the project will pay approximately $2,378,824.29 in housing-in-lieu fees.

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

*Consistent:* The property is adjacent to Juan Hernandez Road and Barrett Avenue in an area with existing utilities and available infrastructure.

**Policy CNF-11.5 – Outside Connections.** Require new subdivisions to provide multiple connections to the surrounding community.

*Consistent:* The project will provide multiple points of entry into the project for motorists, bicyclists, and pedestrians. The existing street pattern will be extended beyond the project boundaries as St. James Drive and will connect with the new proposed roadway into the project. There will be landscaping and street improvements at the edge of the subdivisions that will be a shared amenity with adjacent neighborhoods.

**Policy CNF-11.9 – Continuous Sidewalks.** Require continuous sidewalks along both sides of the street frontage.

*Consistent:* The project will construct sidewalks along all project frontages that will connect with the existing sidewalk network in the area.

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

*Consistent:* Rosewood features almost two acres of public open space that include large landscaped areas and active recreational areas that feature play structures, pickleball courts, shade structures, picnic tables, and bbq pits.

**Policy CNF-11.16 – 360-Degree Design.** Require residential buildings to be well articulated on all sides. Side and rear facades shall maintain the architectural design level of detail, and materials consistent with the front facade.

*Consistent:* All residential buildings are articulated on all sides, including the sides and rear facades.

**Policy CNF-11.17 – Architectural Details.** Require residential buildings to feature architectural details such as eaves, bay windows, porches, and balconies that emphasize their residential and pedestrian-scale character.

*Consistent:* The duet units feature eaves and porches, while the townhomes feature eaves, porches, and balconies.

**Policy CNF-11.18 – Orientation to the Street.** For residential buildings adjacent to a street, orient entrances to that street.

*Consistent:* The duet homes that are adjacent to Juan Hernandez Drive have their front doors oriented towards the street.

**Policy CNF-11.22 – Minimized Mass and Scale.** Minimize the perceived mass and scale of attached single family homes and multi-family housing to appear consistent with Morgan Hill's small town residential character.

*Consistent:* Larger multi-family buildings are broken up into multiple masses visually and have landscaped courtyards in between buildings.

**Policy CNF-11.23 – Individual Units.** Require attached single-family homes and multi-family housing to appear as individual residences or small groups of units.

*Consistent:* All homes use architectural details such as façade protrusions, balconies, porches, varying roof heights, roof articulations, and variety of building colors and materials to differentiate individual units.

**Policy CNF-11.25 – Prominent Entries.** Require attached single family homes and multi-family housing to feature building entries that are prominent and visible. Building entrances shall feature human-scale porches, front stoops, or other methods to accentuate ground level entries of individual units.

*Consistent:* Each residential home has porches or stoops that provide a prominent sense of entry into each unit.

**Policy CNF-11.29 – Multi-Family Open Space.** Require attached single-family homes and multi-family housing to provide open spaces that are inviting places, useful to occupants, and encourage resident activity and interaction.

*Consistent:* The almost two-acres of open space features many park amenities that encourage gathering and interaction, such as shade structures, bbq pits, pickle ball, or play structures.

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

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

**2. Zoning**

The Rosewood residential project was designed to be consistent with the City's Title 18 Zoning Ordinance, Lillian Common PD Master Plan, and the adopted Residential Development Design and Development Standards (objective standards). As shown in the plans, the project is consistent with all of the development standards including parking, landscaping, architectural design and lot dimensions, with a minor exception requested for building height. Tables 1 and 2 provide detailed project compliance information:

**Table 1: PD Master Plan Development Standards for Multi-Family Residential and Medical**

| **Development Aspect** | **Development Standard** | **Compliance** |
|---|---|---|
| Minimum lot size | 10,000 square feet | Yes |
| Minimim lot dimensions | 100-foot width; 100-foot depth | Yes |
| Maximum building coverage | 50% | Yes |
| Minimum setbacks (front, rear, side, street) | 25, 0, 0, 15 feet (respectively) | Yes |
| Maximum height | Residential/Office – 3 stories or 35 feet<br>Hospital – 4 stories or 55 feet | **Minor Exception** |
| Floor area ratio | 0.5 w/ Mixed Use Flex (MU-F) | **Not applicable at this time** |
| Signs | Per Section 18.88 | Yes |
| Lighting | Per Section 18.72.060.G | Yes |
| Landscaping | Per Section 18.64 | Yes |
| On-Site Parking<br>Retail<br>Restaurant (sit down) | Per Section 18.72<br>1 space per 250 square feet of net floor area | Yes |

| | | |
|---|---|---|
| Medical Office<br>Residential (multi-family)<br>Guest Parking<br>Electrical Vehicle Parking<br>Non-Residential Bicycle Parking<br>Residential Bicycle Parking | 1 space per 100 square feet of net floor area<br>1 space per 200 square feet of net floor area<br>1 bedroom unit – 1 covered<br>2 bedroom units – 1 covered and 1 uncovered per unit<br>1 per 3 units (shared with Medical Office use)<br>1 per 25 to 49 automobile spaces, 2 per 50 to 100 automobile spaces, plus 1 per 50 ratio over 100 automobile spaces<br>10% of automobile spaces; long term (enclosed): 5% of automobile spaces<br>10% of automobile spaces; long-term (enclosed), 1 per 5 units | |

**Table 2: PD Master Plan Development Standards for Single-Family Residential**

| **Development Aspect** | **Development Standard** | **Compliance** |
|---|---|---|
| Minimum lot size | 1,000 square feet | Yes |
| Minimim lot dimensions | 22-foot width; 45-foot depth | Yes |
| Minimum setbacks (front, rear, side, street) | 5 or N/A, 5 or N/A, 0 or 3, 5 feet (respectively) | Yes |
| Maximum height | 3 stories or 35 feet | Yes |
| Floor area ratio | 0.5 w/ Mixed Use Flex (MU-F) | **Not applicable at this time** |
| Signs | Per Section 18.88 | Yes |
| Lighting | Per Section 18.72.060.G | Yes |
| Landscaping | Per Section 18.64 | Yes |
| Open Space | Open Space Per Section 18.40-4 based on lot size | Yes |
| Parking<br>Residential (Single Family)<br>Guest Parking | Per Section 18.72<br>2 spaces - 1 covered space for each housing unit<br>1 per housing unit (shared with Medical Office use) | Yes |

The Mixed Use Flex land use designation allows 7 to 24 units per acre (residential) and a maximum Floor Area Ratio (FAR) of 0.5 (commercial). The General Plan defines the following:

**Morgan Hill General Plan (Page CNF-8):"**Standards of building intensity for <u>non-residential uses are</u> stated as maximum floor-area ratios (FAR) based on gross acreage..."

The Lillian Commons PD Master Plan specifies a maximum FAR development standard of 0.5, consistent with the MU-F designation; however, it does not specify that the FAR only applies to commercial uses. In reviewing the project history and other mixed use project approvals (Block Level Master Plans-Blocks 1 and 4) the 0.5 FAR has only been applied to commercial or vertical mixed use projects. The omission or clarification of the FAR applicability to commercial only is likely an oversight, and therefore, the 0.5 FAR should not apply to the residential component of the project. The Rosewood residential plans do not provide a calculation for FAR; however, they do demonstrate compliance with the 50 percent lot coverage standard.

Furthermore, when the Lillian Commons PD Master Plan was written, the 0.5 FAR requirement was contemplated with the entire site in mind. Therefore, the FAR standard will be clarified and enforced upon both the residential and non-residential uses when the medical and associated commercial uses develop. If the future medical project along with the residential project exceeds the FAR standard, then a PD Master Plan amendment may be required.

Parking

The proposed project would include a total of 307 parking spaces consisting of 172 covered spaces for the multi-family and 68 covered spaces for single-family. The covered spaces will be provided in each unit's attached garage. A total of 54 on-site guest parking spaces will be provided onsite throughout the development along the private streets. Additionally, 13 shared parking spaces located in the visitor parking lot will supplement the guest parking. Covered long-term bicycle parking will be provided in each garage while short-term bicycle racks will be provided in the common open/park space by the bermed lawn and pickleball court.

Landscaping

In order to develop the project, 9 trees will be required to be removed, which include seven Coast Live Oaks, one Mondell pine, and one Peruvian pepper tree. The City's Residential Development Design and Development Standards require a minimum of two-to-one ratio of replacement trees. The applicant is proposing 289 new trees or a replacement ratio of 32:1, dispersed throughout the project and common open space areas. The common open space areas total approximately 1.98-acres and have a variety of amenities including shade structures, barbecues, picnic tables, play structures, and a pickleball court. A landscape and irrigation plan has been proposed in accordance with the City's minimum landscape requirements for residential zones. The plan includes planting of trees, shrubs, grass, and vines within the project site.

**Design Permit Findings**

A. **The project is consistent with the Zoning Ordinance and General Plan.**

The project site is located in the MU-F Zoning District and has a land use designation of Mixed Use Flex in the General Plan. MU-F allows for a variety of uses, including residential uses. The project site is also part of the Lillian Commons Medical Mixed Use Master Plan, which satisfies the General Plan requirement of a Block Level Master Plan (BLMP) for all projects wanting to develop residential or mixed-use projects. The Rosewood residential project is the residential component of the Lillian Commons Medical Mixed Use Master Plan. The proposed project complies with all provisions of the zoning code including parking, landscaping, development standards, and architectural design.

B. **The Design Review has been found consistent with the criteria for Design Review permit approval contained in Section 18.108.040 of the Morgan Hill Municipal Code.**

The proposed project complies with all provisions of the zoning code including parking, landscaping, development standards, and architectural design:

C. **The proposed project is in compliance with all applicable design standards and guidelines contained in the Design Review Handbook.**

The proposed project has been designed consistent with all applicable design standards and guidelines contained in the Design Review Handbook and the City's Residential Development Design and Development Standards adopted by City Council Resolution No. 21-001 on January 20, 2021.

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

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the project. Complete details regarding the CEQA analysis have been provided in the CEQA section of this report.

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

The development site is not located adjacent to any wildlands that could expose people or structures to wildfire risks. The project site is not located within an earthquake fault zone. In addition, the project will comply with stormwater and building code requirements. The Rosewood project is consistent with what was analyzed in the Initial Study and the adopted Mitigated Negative Declaration for the Lillian Commons Medical Campus Mixed-Use Project. The project was found to not be detrimental to the public health, safety, or welfare of the surrounding area.

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

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

1. **Community Character.**The overall project design including site plan, height, massing, architectural style, materials, and landscaping contribute to Morgan Hill's unique small-town character and distinctive sense of place for Morgan Hill. The proposed project includes two separate products: townhome-style condominiums and single-family attached duets. There are five different elevations and color schemes for the townhomes and three different elevations and color schemes for the duets (Attachment 10). All of the different elevations include a 360-degree design with building materials that include s-roof tiles, stone or brick veneers, metal accent railings, complementary trim on the windows, doorways, trellis, and columns. The townhome units also have front porches that face interior courtyards, while the duets have porches on the side facing interior courtyards or the street. All townhomes also have balconies that face the common interior courtyard.

**Perspective: View of Townhome Buildings**

2. **Neighborhood Compatibility**. The project is designed to respect and complement adjacent properties. The project height, massing, and intensity are compatible with the scale of nearby buildings. The larger townhome buildings include varied roof massing to break up the facade of a larger mass of buildings to complement the nearby single-family residential. These higher density buildings are also more internal to the site and are separated by the common open space to further soften the scale of the buildings. The project was designed to minimize traffic, parking, noise, and odor impacts on nearby residential properties.

**Perspective: View of Duet Buildings**

3. **Pedestrian Environment**. Buildings incorporate design features that support an active public realm and an inviting pedestrian environment. The proposed development incorporates elements of complete streets including: sidewalks, crosswalks, ADA curb cuts and ramps, narrow travel lanes to reduce vehicular speeds, a continuous pathway through the proposed Lillian Park that will connect with the medical portion of the developed, pathway connections through Lillian's Park to Barrett Avenue and Private Street A, and short-term bicycle parking.

4. **Privacy.** The orientation and location of buildings, entrances, windows, doors, decks, and other building features minimizes privacy impacts on adjacent properties and provides adequate privacy for project occupants. The townhome buildings and duets face common internal interior courtyards. The only exception to this is the duet units that have front doors that face Juan Hernandez Drive as

required by the City's Residential Development Design and Development Standards. Lillian's Park will also act as a visual buffer between the homes across Barrett Avenue and the proposed development.

5. **Safety**. The project promotes public safety and minimizes opportunities for crime through design features such as property access controls (e.g., placement of entrances, fences), increased visibility and features that promote a sense of ownership of outdoor space. The proposed development has been designed to promote public safety, including street design to narrow lanes to reduce vehicular traffic, intersections with established clear vision turning movements, and site lighting that conforms to the California Building Code's and City's photometric requirements. All internal walkways, including the common interior courtyards and the park along Barrett Avenue will be lit to city standards.

6. **Massing and Scale**. The massing and scale of buildings complement and respect neighboring structures and correspond to the scale of the human form. Large volumes are divided into small components through varying wall planes, heights, and setbacks. Building placement and massing avoids impacts on public views. Roof form changes are provided throughout the massing of the townhome buildings. There are design elements such as balconies, breaks in roof lines, full height recesses in the middle of townhomes, and 3D articulation that help break up the massing further. Duets also have multiple recesses and articulations that occur throughout each building.

**Perspective: View of 4-Unit Townhome Buildings**

7. **Architectural Style**. Buildings feature an architectural style that is compatible with the surrounding built and natural environment, is an authentic implementation of appropriate established architectural styles, and reflects Morgan Hill's unique small-town character. The color schemes feature various shades of earth tones: brown, tan, and white. The various materials include concrete s-roof tiles that resemble terra cotta clay tiles and stone and brick veneers.

8. **Articulation and Visual Interest**. Building facades are well articulated to add visual interest, distinctiveness, and human scale. Building elements such as roofs, doors, windows, and porches are part of an integrated design and relate to the human scale. Architectural details such as trim, eaves, window boxes, and brackets contribute to the visual interest of the building.

**Perspective: View of 5-Unit and 4-Unit Townhome Buildings and Duet Buildings**

9. **Materials**. Building facades include a mix of natural, high-quality, and durable materials that are appropriate to the architectural style, enhance building articulation, and are compatible with surrounding development.

**Color and Materials Board:**

10. **Parking and Access**. Parking areas are located and designed to minimize visual impacts and support a pedestrian-friendly environment. Safe and convenient connections are provided for pedestrians and bicyclists. The proposed development incorporates elements of complete streets including: sidewalks, crosswalks, ADA curb cuts and ramps, narrow travel lanes to reduce vehicular speeds, a continuous pathway through the proposed Lillian Park that will eventually connect onto the medical portion once developed, pathway connections through Lillian's Park to Barrett Avenue and Private Street A, and short-term bicycle parking. Safe and convenient connections are provided for pedestrians and bicyclists throughout the development.

**Perspective: Parking Areas, Circulation, and Access Points of Proposed Site Plan**

11. **Landscaping**. Landscaping is an integral part of the overall project design, is appropriate to the site and structures, and enhances the surrounding area. The proposed landscape plan (Attachment 11) includes 289 new trees, shrubs, and ground cover throughout the development, park, along streets, and in front of each unit. The landscape and irrigation plan is consistent with the City's landscaping standards, Master Street Tree Plan, water conversation standards, and parking landscaping standards.

**Conceptual Landscaping Plan:**

12. **Open Space and Public Places**. Single-family dwellings feature inviting front yards that enhance Morgan Hill's residential neighborhoods. Multi-family residential projects include public and private open space that is attractive, accessible, and functional. Non-residential development provides semi-public outdoor spaces, such as plazas and courtyards, which help support pedestrian activity within an active and engaging public realm. The project would include a total of

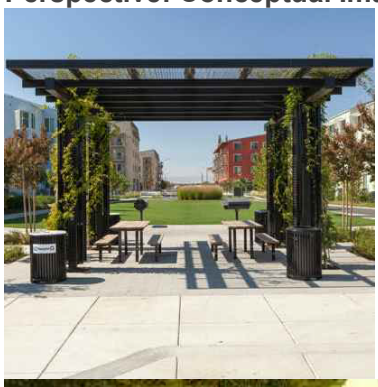
approximately 24,838 square feet or 0.57 acres of private open space and 34,596 square feet or 0.79 acres of common space located throughout the development, such as the interior common courtyards and walkways. The project is also constructing Lillian's Park, an approximately 1.98 acre common open space park that includes shade structures, play structures, barbecues, picnic tables, park benches, and a pickle ball court.

13. **Signs.**The number, location, size, and design of signs complement the project design and are compatible with the surrounding context. A separate sign application will be required for any project identification signage.

14. **Lighting**. Exterior lighting is an integral part of the project design, with light fixtures designed, located, and positioned to minimize illumination of the sky and adjacent properties. A photometric plan has been provided (Attachment 12). Exterior building areas, common open space, drive aisles, and parking areas will comply with the California Building Code and City lighting requirements. Proposed exterior lighting is designed and located to minimize illumination of the sky and adjacent properties.

15. **Accessory Structures**. The design of detached garages, sheds, fences, walls, and other accessory structures relate to the primary structure and are compatible with adjacent properties. The project will have "good neighbor" wood fences at each unit. The pickleball court will have chainlink fencing for security and safety. Other accessory structures are landscaping and open space amenities such as shade structures, picnic tables, park benches, and barbecue grills.

**Perspective: Conceptual Images of Proposed Accessory Structures**



16. **Mechanical Equipment, Trash Receptacles, and Utilities**. Mechanical equipment, trash receptacles, and utilities are contained within architectural enclosures or fencing, sited in unobtrusive locations, and/or screened by landscaping. The proposed development will have individual unit trash bins that will be stored within each unit's attached garage. All equipment will be placed in a utility closet, screened by landscaping, or located behind fencing.

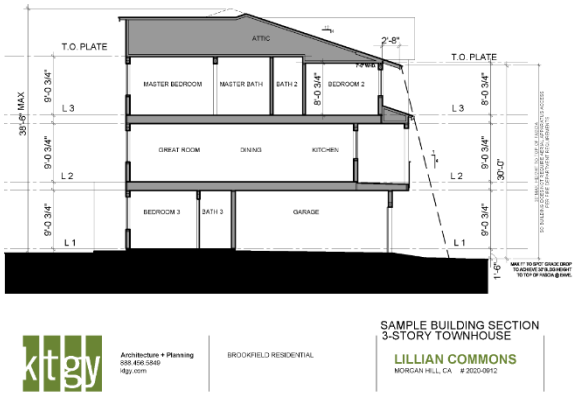
G. **For new residential development, the project complies with commitments made through the Residential Development Control System (RDCS).**
The RDCS has been suspended by Government Code Section 65589.5 (Housing Crisis Act of 2019); therefore, this finding is not applicable.

3. **Minor Exception**

Section 18.108.070 of the Morgan Hill Municipal Code allows for small deviations from development standards to accommodate projects which meet the needs of property owners, are consistent with the purpose of the zoning code and general plan, and do not negatively impact neighboring properties or the community at large. Morgan Hill Municipal Code Section 18.56.020.B allows the City to approve building heights exceeding the maximum permitted height in the applicable zoning district by up to ten percent with approval of a Minor Exception.

The Lillian Commons PD Master Plan has a height limit of 3 stories or 35 feet. The Rosewood project would have 3-story townhome buildings with heights of 38 feet 6 inches. The applicant is requesting a Minor Exception for this 3.5 feet height difference. The increase in building height is being requested so that the buildings can provide a livable residential floor plan with 9 foot clear ceilings while being consistent with the City's Residential Development Design and Development Standard Number 28 "Height and Project Massing", which requires projects to limit building length and break up bulk through changes in roof form and height and also requiring a full-height recess of at least 10 feet deep (Attachment 13).

**Perspective: Building Section Elevation**




**Findings**
The following are the findings for approval outlined in Morgan Hill Municipal Code Section 18.108.070.E for the Minor Exception:

A. **The exception will be compatible with adjacent structures and uses and is consistent with the character of the neighborhood or district where it is located. The exception will not adversely impact neighboring properties or the community at large.**

The adjacent structures in the surrounding neighborhood are low or medium density single-family detached residential with varying roof heights and massing. The height exception will help the proposed townhome buildings match the varying roof heights and massing of the surrounding homes. The Minor Exception will not adversely impact neighboring properties or the community at large but will help the proposed townhome buildings blend into the surrounding community better by providing a pathway to maintain livable ceiling heights while meeting the City's roof massing

standard.

B. **The exception is necessary due to unique characteristics of the subject property, structure, or use.**

The Minor Exception is necessary to allow the townhome structures to maintain livable ceiling heights while meeting the City's roof massing standards.

C. **The modification is consistent with the purpose of the zoning district, the general plan, and any applicable specific plan or area plan adopted by the city council.**

The modification is consistent with the base zone district of MU-F and also the City's Residential Development Design and Development Standards.

D. **The exception will not establish an undesirable precedent.**

The Minor Exception will not establish an undesirable precedent as the base zone district of MU-F allows for a similar height limit to what is being requested. In addition, the City has granted similar exceptions for residential projects trying to meet the City's varying roof height and massing requirement.

3. **Subdivision Map Act**

**Tentative Parcel Map Findings**

Two tentative maps are being requested for the project. An amended Tentative Parcel Map is proposed that would clean-up the previously approved Tentative Parcel Map (SD2019-0007) as the northeastern property line between the proposed residential side and the medical side was shifted so that the detention basin for the residential would entirely be on the residential parcel. In addition, the conditions of approval that accompanied SD2019-0007 will be addressed to clarify more specific timing of when the conditions would be required. This amended Tentative Parcel Map will create three parcels, two of which are designated for the medical side and show the residential side as the remainder. Morgan Hill Municipal Code Section 17.24.070, Tentative Parcel Map – Approval or Denial requires the following finding to be made by the City to adopt the Tentative Parcel Map:

A. **The Tentative Parcel Map, together with its provisions for its design and improvements, is consistent with the General Plan or specific plans adopted by the City.**

The amended Tentative Parcel Map has been designed consistent with the City's General Plan, considering neighborhood circulation patterns and providing future connections, and is consistent with the Lillian Commons PD Master Plan.

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

- That the proposed map is not consistent with the applicable general and specific plans.
- That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- That the site is not physically suitable for the type of development.
- That the site is not physically suitable for the proposed density of development.
- That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or

their habitat.
- That the design of the subdivision or the type of improvements is likely to cause serious public health problems.
- That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

**Vesting Tentative Map Findings**

Pursuant to Section 17.50.040 of the Morgan Hill Municipal Code, a "Vesting tentative map" means a tentative map that shall have printed conspicuously on its face the words "Vesting Tentative Map" at the time it is filed in accordance with Section 17.50.060 and is thereafter processed in accordance with the provisions of this chapter. Furthermore, “vesting tentative map” refers to a map which meets the requirements of subdivision (a) of Section 66424.5 and Section 66452 of the Subdivision Map Act. When the city approves or conditionally approves a vesting tentative map, that approval shall confer a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect on the date the city has determined that the application for approval of the vesting tentative map is complete pursuant to Section 65943 of the Government Code. In addition, the proposed Vesting Tentative Map is in compliance with the General Plan, Zoning Code and other City Codes as required by Section 17.50.030 of the Municipal Code.

The proposed Vesting Tentative Map identifies the medical parcels as a remainder and will subdivide the residential parcel into 35 parcels for the development of the 120-unit Rosewood residential development that includes 34 single-family attached duet lots and one lot that will contain the rest of the 86 townhome-style condominium units.

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

A. **In approving or conditionally approving the tentative subdivision map, the planning commission shall find that the proposed subdivision, together with its provisions for its design and improvements, is consistent with applicable general or specific plans adopted by the city.**

The Tentative Subdivision Map has been designed consistent with the City’s General Plan, considering neighborhood circulation patterns and providing future connections, and is consistent with the Lillian Commons PD master plan. A Design Review application has also been submitted for review concurrently for this Vesting Tentative Subdivision Map.

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

That the proposed map is not consistent with the applicable general and specific plans.

- That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.
- That the site is not physically suitable for the type of development.
- That the site is not physically suitable for the proposed density of development.
- That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
- That the design of the subdivision or the type of improvements is likely to cause serious

public health problems.

- That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

**CONCLUSION:**

The project has been found to be consistent with the General Plan, Zoning Code, Lillian Commons PD Master Plan, the City's Design Review Criteria, the City's Residential Development Design and Development Standards, Subdivision Map Act, and CEQA. It is recommended that the Planning Commission approve the Tentative Parcel Map, Vesting Tentative Map, Design Permit, and Minor Exception subject to the Conditions of Approval.

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

An Initial Study and Mitigated Negative Declaration for the Juan Hernandez — MH Medical Properties Project was prepared in accordance with the requirements of the California Environmental Quality Act of 1970, as amended ("CEQA"), and state and local guidelines implementing CEQA (Attachments 14 and 15). A Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) (Attachment 16) was adopted by City Council Resolution November 4, 2020 (Reso. No. 20-058). Because all potentially significant effects (a) have been analyzed adequately in the earlier Initial Study and Mitigated Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the prior Mitigated Negative Declaration to the greatest extent feasible, including mitigation measures that are imposed upon the proposed project, nothing further is required. The design is consistent with the project as previously analyzed pursuant to CEQA.

**COMMUNITY ENGAGEMENT:**

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

**ATTACHMENTS:**

1. PC Resolution - SD (TPM for Lillian Commons)
2. PC Resolution - SD, SR, VAR (Rosewood)
3. CC Reso 20-058 Mitigated Negative Declaration - Lillian Commons
4. CC Reso 20-059 General Plan Amendment- Lillian Commons
5. CC Ord 20-060 Tentative Parcel Map-Lillian Commons (SD2019-0007)
6. CC Ord 2318 Lillian Commons (PD Master Plan)
7. Rosewood Tentative Parcel Map
8. Rosewood Vesting Tentative Map
9. Rosewood Design Review Plans
10. Rosewood Architectural Plans
11. Rosewood Landscape and Irrigation Plans
12. Rosewood Photometric Plan
13. Rosewood Building Section Plans
14. CEQA Initial Study Lillian Commons
15. CEQA Mitigated Negative Declaration (MND) Lillian Commons
16. Final MMRP Lillian Commons 6.23.2022 (Revised) GHG Addition

# RESOLUTION NO. 22-11

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

**WHEREAS**, on April 19, 2022, Brookfield Properties, LLC submitted an application for a tentative parcel map (SD2021-0005: Juan Hernandez – Brookfield Properties LLC) to amend Tentative Parcel Map SD2019-0007 for the Lillian Commons project; and

**WHEREAS**, such request was considered by the Planning Commission at its regular meeting of June 28, 2022; and

**WHEREAS**, the project has been reviewed in compliance with the California Environmental Quality Act (CEQA); 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.** An Initial Study and Mitigated Negative Declaration for the Juan Hernandez — MH Medical Properties Project was prepared in accordance with the requirements of the California Environmental Quality Act of 1970, as amended ("CEQA"), and state and local guidelines implementing CEQA. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) were adopted by City Council Resolution November 4, 2020. Because all potentially significant effects (a) have been analyzed adequately in the earlier Initial Study and Mitigated Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the prior Mitigated Negative Declaration to the greatest extent feasible, including mitigation measures that are imposed upon the proposed project, nothing further is required. The design is consistent with the project as previously analyzed pursuant to CEQA.

**SECTION 2.** The Tentative Parcel Map, together with its provisions for its design and improvements, is consistent with the General Plan. The Tentative Parcel Map entitled “Rosewood (Medical Site)” submitted by Ruggeri-Jensen-Azar dated April 18, 2022, attached as Exhibit A has been designed consistent with the City’s General Plan,

considering neighborhood circulation patterns and providing future connections and is consistent with the Lillian Commons PD master plan.

**SECTION 3.** The Tentative Parcel Map as described herein is hereby approved. The proposed project shall be subject to the conditions as identified in the set of standard conditions attached hereto, as Exhibit B, and by this reference incorporated herein, as well as all mitigation measures identified in the Mitigated Negative Declaration and Mitigation Monitoring Reporting Program incorporated by this reference as though fully set forth herein.

**PASSED AND ADOPTED THIS 28th 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: _____**

**A F F I D A V I T**

We, _____, applicants, hereby agree to accept and abide by the terms and conditions specified in this resolution.

By: _____ Date: _____

## "EXHIBIT "A"

## TENTATIVE PARCEL MAP

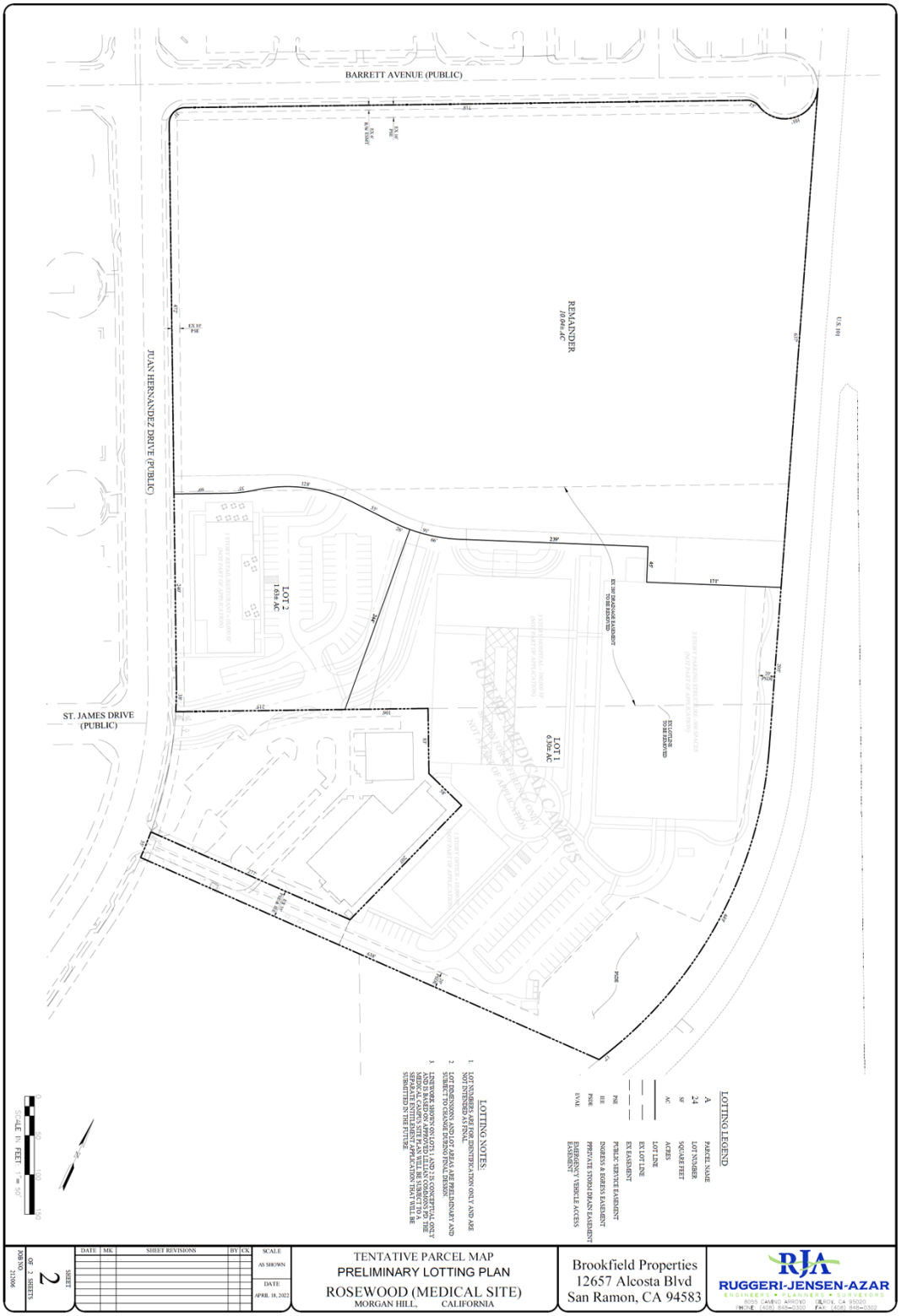


**EXHIBIT "B"**
**STANDARD CONDITIONS**

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

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

Legend

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

## I. PROJECT DESCRIPTION

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

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

A. General Plan Amendment GPA2019-0005
B. Zoning Amendment ZA2019-0016
C. Environmental Assessment EA2019-0023

## II. PROJECT MITIGATION MEASURES

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

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

Filters (or equivalent) would meet this requirement, as would the use of equipment that is electrically powered or uses non-diesel fuels.

B. **MM-BIO-1.1**: Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.

C. **MM-BIO-1.2**: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off-limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit.

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

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

F. **MM-GHG-1.1**: The following mitigation measure would reduce GHG operational emissions to a less than significant level:
   a. The applicant shall develop a GHG reduction plan that includes the proper elements that would reduce emissions from project implementation and demonstrate that GHG emission from the project would be reduced by a sufficient amount to achieve the 2020 or 2030 standard, based on when the project would become operational. Elements of this plan may include, but would not be limited to, the following:

i. Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power;
ii. Construct on-site or fund off-site carbon sequestration projects (such as forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;
iii. Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the City;
iv. Develop and implement a transportation demand management (TDM) program to reduce mobile GHG emissions.

G. **MM-NOI-1.1**: Develop a noise construction control plan including but not limited to the following construction best management control:
a. Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);
b. Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and
c. Stationary noise sources shall be located as far from noise-sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.
d. Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
e. Unnecessary idling of internal combustion engines shall be strictly prohibited.
f. Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.

g. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
h. Where feasible, temporary power service from local utility companies should be used instead of portable generators.
i. Locate cranes as far from noise-sensitive receptors as possible.
j. During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
k. Substitute nail guns for manual hammering, where feasible.
l. Avoid the use of circular saws, miter/chop saws, and radial-arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of two pounds per square foot (e.g., such as 0.75-inch plywood).
m. Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible.
n. During interior construction, the exterior windows facing noise-sensitive receptors should be closed.
o. During interior construction, locate noise-generating equipment within the building to break the line of sight to the adjoining receptors.
p. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
q. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

H. **MM-NOI-2.1**: A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA.

I. **MM-TRN-1.1**: Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal

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

## III. PROJECT CONDITIONS OF APPROVAL

This Tentative Parcel Map approval is limited to the plan set date stamped June 28, 2022 on file (File Number SD 2021-0005) with the Development Services Department. These documents show the location and dimensions of all vehicle and pedestrian circulation ways (ingress/egress), common areas, and other easement areas.

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

### PLANNING DIVISION

### DEFENSE AND INDEMNITY

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

below represents the unconditional agreement by Applicant to be bound by such conditions.

**TIME LIMITS**

A. **Term:** The Tentative Parcel Map approval granted pursuant to this Resolution shall remain in effect for two years to June 28, 2024. Failure to apply for Parcel Map approval with the City Engineer within this term shall result in expiration of approval unless an extension of time is granted by the Development Services Department/Planning Commission prior to the expiration date. (MHMC 17.20.170; 17.24.110)

**SITE DEVELOPMENT**

A. **Street Names:** Street names, private or otherwise, used to identify building locations shall be submitted to the Planning Division for approval. Proposed street names shall comply with the Street Naming Policy approved by City Council (Resolution No. 4601) and CP 94-13.

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

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

take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

C. **Condition of Approval AIR-1**:

- Install air filtration in residential and medical buildings. Air filtration devices shall be rated MERV16 or higher for portions of the site that have annual PM2.5 exposure above 1.1 micrograms per cubic meter and MERV13 or higher for all other portions of the site. To ensure adequate health protection to sensitive receptors (i.e. residents), this ventilation system, whether mechanical or passive, all fresh air circulation into the dwelling units shall be filtered.
- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required.
- Ensure that the use agreement and other property documents:
    - Require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks;
    - Include assurance that new owners or tenants are provided information on the ventilation system; and
    - Include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacement of the filters, as needed.

D. **Condition of Approval AIR-2**: Provide electrical power at truck loading docks to avoid use of truck refrigeration units.

E. **Condition of Approval AIR-3**: Designate truck circulation routes that avoid residential areas to the greatest extent reasonable.

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

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

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

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

I. **Standard Condition HYD-1:** In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures are included in the project to reduce construction-related water quality impacts to a less than significant level:
The following BMPs shall be implemented during project construction:
- Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities will be suspended during periods of high winds.
- All exposed or disturbed soil surfaces will be watered at least twice daily to control dust.
- Stockpiles of soil or other materials that can be blown by the wind will be watered or covered.
- All trucks hauling soil, sand, and other loose materials will be covered and all trucks will be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction site will be swept daily (with water sweepers).
- Vegetation in disturbed areas will be replanted as quickly as possible.

J. **Standard Condition HYD-2:** In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following

measures shall be included in the project to reduce construction-related water quality impacts to a less than significant level:

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

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

**HABITAT PLAN**

A. **Fees:** The approved project is covered pursuant to the Santa Clara Valley Habitat Plan (Habitat Plan) and subject to fees and conditions contained in the Habitat Plan.

B. **Application Package**: Prior to issuance of a grading permit, the project shall complete and submit a Habitat Plan Application Package. All fees shall be paid prior to issuance of a grading permit. **(MHMC 18.132)**

C. **Conditions:** Any additional conditions or mitigations required by the Habitat Plan shall be clearly stated on all plans that involve any ground disturbing activity (i.e. grading plans, improvement plans, paving plans, demolition plans or other plans for site clearing or temporary stockpile of dirt). **(MHMC 18.132)**

**CULTURAL RESOURCES**

**A.** Significant historic or archaeological materials: A moderate potential exists for unrecorded historic-period archaeological resources to be within the project area.

The developer shall enter into written contracts with an archaeologist and the Tamien Nation Tribe, and pay all fees associated with the activities required by this condition. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply:

1. Prior to start of grading or earthmoving activity on the “first day of construction”, the archaeologist and Tamien Nation Tribal Monitor shall hold a pre-construction meeting for the purposes of "cultural sensitivity training" with the general contractor and subcontractors.

2. A Tamien Nation Tribal Monitor shall be present on-site to monitor all ground-disturbing activities and an archaeologist shall be on-call. Where historical or archaeological artifacts are found, work in areas where remains or artifacts are found will be restricted or stopped until proper protocols are met, as described below:

    a. Work at the location of the find will halt immediately within fifty feet of the find. If an archaeologist is not present at the time of the discovery, the applicant shall contact an archaeologist for evaluation of the find to determine whether it qualifies as a unique archaeological resource as defined by this chapter;

    b. If the find is determined not to be a Unique Archaeological Resource, construction can continue. The archaeologist will prepare a brief informal memo/letter in collaboration with a tribal representative that describes and assesses the significance of the resource, including a discussion of the methods used to determine significance for the find;

    c. If the find appears significant and to qualify as a unique archaeological resource, the archaeologist will determine if the resource can be avoided and will detail avoidance procedures in a formal memo/letter; and

    d. If the resource cannot be avoided, the archaeologist in collaboration with a tribal representative shall develop within forty-eight hours an action plan to avoid or minimize impacts. The field crew shall not proceed until the action plan is approved by the Development Services Director. The action plan shall be in conformance with California Public Resources Code 21083.2.

3. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply. If human remains are discovered, it is probable they are the remains of Native Americans,

a. If human remains are encountered, they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.

b. Remains should not be held by human hands. Surgical gloves should be worn if remains need to be handled.

c. Surgical mask should also be worn to prevent exposure to pathogens that may be associated with the remains.

4. In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, ground stone mortars and pestles), culturally altered ash stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials and historic structure remains such as stone lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the exclusion zone as defined below.

5. An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the contractor foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time or discovery, by the monitoring archaeologist and tribal representative (typically twenty-five to fifty feet for single burial or archaeological find).

6. The discovery locale shall be secured (e.g., 24-hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances.

7. The Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:
    - The City of Morgan Hill Development Services Director (408) 779-7247

- The Contractor's Point(s) of Contact
- The Coroner of the County of Santa Clara (if human remains found) (408) 793-1900
- The Native American Heritage Commission (NAHC) in Sacramento (916) 653-4082
- The Amah Mutsun Tribal Band (916) 481-5785 (H) or (916) 743-5833 (C)
- The Tamien Nation (707)295-4011 (office) and (925)336-5359 (THPO)

8. The Coroner has two working days to examine the remains after being notified of the discovery. If the remains are Native American the Coroner has 24 hours to notify the NAHC.

9. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD). (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)

10. Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.

11. Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's Development Services Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the appropriate tribe may be considered and carried out.

12. If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

**GENERAL**

A. **Mitigation Fee Act**: Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) in connection with approval of this development project for the purpose of defraying all or a portion of the cost of public facilities related to this development project (Mitigation Fee Act Fees). These fees do not include fees for processing applications for governmental regulatory actions or

approvals, fees collected as part of development agreements, or as a part of the application for the City's Residential Development Control System. The Mitigation Fee Act Fees applying to this project are listed in the schedule of fees to be provided at building permit stage. Notice is also hereby given that the Developer has an opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval or conditional approval of this development project and that the 90-day protest period has begun.

B. **Recordation of Map**: The recordation of the parcel map shall not be completed until approval of the Design Review Permit is completed.

**ENGINEERING DIVISION**

**PROJECT-SPECIFIC CONDITIONS**

A. **Parcel Map:** The parcel map shall record after the recordation of subdivision map application SD2021-0005 and on-site development of application of SR2022-0002 Juan Hernandez – Brookfield residential project, which is the area of the remainder parcel of this subdivision.

B. **Site Review:** Prior to the filing of the Parcel Map an approved Site Review amendment is required with amended Civil design plan as required by Planning and Engineering submittal/amendment requirements.

C. **Reciprocal Access:** Reciprocal access easements and maintenance agreements ensuring access to all parcels and joint maintenance of all flood detention pond, 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. This condition is inclusive of the adjacent remainder parcel **(MHMC 17.20.350 H)**

D. **Primary Access Drive:** The primary access drive for this subdivision be centered and opposite St. James Drive at the project frontage.

E. **Private Access Drive (Street A):** The adjacent subdivision application SD2021-0005 private access drive, Street A, boarding the northerly boundary of this development shall coordinate with the future design review application amendment to utilize this driveway as a secondary access and EVA as needed.

F. **Stockpile:** Any stockpiles on site shall be mitigated prior to the issuance of any Planning approval or Building Permit.

G. **Stormwater Detention**:

i. On site detention basin and appurtenant storm drain lines to be constructed and completed under conditions for applications SD2021-0005 and SR2022-0002 is only for flood control. Verify under future design review that the proportion detention volume for the development is adequate, if additional volume is needed refit/resizing of the pond shall be required.
ii. Detention basin side slopes be no steeper than 4:1.

H. **Stormwater Quality Treatment:** On site water quality treatment shall be require prior to release of water into the detention pond. Detention pond shall not be used for water quality treatment.

I. **Right-of-way Dedication**: The existing street easements of Juan Hernandez shall be re-dedicated in fee title to the city.

J. **Reimbursement Obligation**: Pursuant to City Ordinance 982, the subject property will have reimbursement obligation to the City for lands acquired for street purposes and streets improved should those lands/street improvements abut or be included within subject property. **(MHMC 12.02.120 B)**

K. **Private Sanitary Sewer Maintenance Agreement**: Prior to parcel map approval/building permit issuance, the Owner(s) shall enter into a Private Sanitary Sewer Maintenance Agreement with the City for maintenance of all private sanitary sewer facilities which includes the private sewer mains, sewer laterals, [force main and lift station]. The Agreement shall be recorded at the County Recorder's Office prior to building final.

**STANDARD CONDITIONS**

## II. GENERAL

A. **Parcel Map:** The applicant shall have a Parcel Map prepared by a registered engineer (licensed prior to 01/01/1982: registration number 33,965 or lower) or licensed land surveyor delineating all parcels and easements created. There shall be concurrence in writing by PG & E, Telephone, Cable TV and any other affected agencies to all improvements and easements which are applicable to them. The number and locations of monuments shall be set as required by the City Engineer. **(MHMC 17.20.200 A; 17.20.290; 17.24.010)**

B. **Public and Private Improvements:** 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)**

C. **Improvement Plans:** 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 City Engineer prior to submittal of Parcel Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**

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

D. **Encroachment Permits:** Obtain necessary encroachment permits from:

☐ City of Morgan Hill and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**

E. **Improvement Agreement:** Enter into a Subdivision Improvements Agreement with the City of Morgan Hill to cover required improvements. **(MHMC 12.02.150; 17.32.010 B; 17.32.160)**

F. **Impact Fees & Fee Increase:** The City of Morgan Hill, pursuant to City Code Chapter 3.56 has established impact fees to finance the cost of improvements required by new development. City Code Chapter 3.56.050 provides for automatic annual (July 1st) adjustment of those fees in existence utilizing the Engineering News Record Index for the preceding twelve months. The City maintains historical records on the Engineering News Record Index. These records are available for inspection during normal business hours. **(MHMC 3.56.010; 3.56.030; 3.56.050)**

i. The developer shall pay all applicable impact fees and other engineering review fees prior to building permit issuance and at building final. The fees shall be based on the Public Works Fee Schedule prepared by Land Development Engineering.

## III. STREET IMPROVEMENTS

A. **Public and Private Streets**: The applicant shall cause the design and construction of all new public and private streets serving the project. The design of all new public and private streets shall be consistent with the General Plan Land Use and Circulation Element as well as the Street Standard Details as contained within the Public Works Standards Details. The construction of the streets shall be undertaken to the lines and grades and in a manner satisfactory to the City Engineer. All street improvements shall be constructed to the satisfaction of the City Engineer. The timing of the improvements will be determined by the City. **(MHMC 12.02.010; 12.02.090; 17.32.060 B; CMH General Plan; CMH Design Standards and Standard Details for Construction)**

B. **Installation and Dedication of Streets**: The project shall install and dedicate street improvements including, but not limited to, curb and gutter, sidewalk, compaction, street paving, oiling, storm drainage facilities, sewer and water, fire protection, undergrounding of utilities and street lighting in conformance with City

of Morgan Hill requirements. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010; 17.32.060)**

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

D. **Street Trees**: The proposed street trees shall comply with the street tree species and spacing listed under the applicable zone in the Master Street Tree List of the City's Master Street Tree Plan.

## IV. SANITARY SEWER SYSTEM

A. **Design of Sewer Improvements**: The applicant shall cause to be undertaken the design and construction of sanitary sewer improvements including, but not limited to installation of sewer line extension on the proposed public street(s) or private street(s)/drive aisle(s). The sanitary collection system shall include, but not be limited to manholes with manhole frames and covers, cleanouts, wye-branches and laterals, and separate sewer taps to each 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. **Sewer Connection**: 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)**

## V. STORM DRAIN SYSTEM

A. **Storm Drainage Study**: A complete storm drainage study of the proposed development must be submitted showing amount of run-off, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the City Engineer. All needed improvements will be made by the applicant. No overloading of the existing system will be permitted. **(MHMC 17.32.020 B;17.32.090; CMH Design Standards and Standard Details for Construction)**

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

C. **Storm Drainage Capacity**: Collection system shall be designed to be capable of handling a 10-year storm without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity. Streets shall be designed to carry 100-year

storm. Items of construction shall include, but not be limited to installation of storm line extension on proposed public street(s),_surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals. Note: the project may be required to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows. **(MHMC 17.32.020 B; 18.74.440; CMH Design Standards and Standard Details for Construction; CMH Storm Drainage System Master Plan)**

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

i. Storm drain calculations to determine detention/retention pond sizing and operations.
ii. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
iii. Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control. (**CMH Design Standards and Standard Details for Construction)**

E. **NPDES Construction Activity General Permit/SWPPP Requirements**: As required by the State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ, construction activity resulting in a land disturbance of one (1) acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) ONLINE at: http://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with the General Permit. The SWPPP Manual shall follow the CASQA SWPPP template/format at https://www.casqa.org/store/products/tabid/154/p-167-construction-handbookportal-initial-subscription.aspx and shall be approved by Public Works Engineering. A Waste Discharger Identification (WDID) number to be issued to the construction site after the SWRCB receives and verifies the submitted ONLINE NOI information. The WDID number and approved SWPPP Manual shall be provided to Public Works and the Building Department prior to any approval of grading activities **(SWRCB NPDES General Permit CA000002).**

F. **NPDES General Permit Site SWPPP Inspections and Compliance:**
i. ALL project onsite and offsite construction activity shall have the site inspected by a **qualified third party SWPPP Inspector (QSD or QSP or RCE).**
ii. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).
iii. SWPPP Inspections shall occur bi-weekly during the non-rainy season.

iv. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.
v. Per each of the inspection conditions 2, 3, or 4,
SWPPP inspection reports, and when applicable, Rain Event Action Plans (REAPS) shall be e-mailed to: sw.construction@morganhill.ca.gov no later than 12:00 PM each Monday for the previous week's inspections with a brief statement whether the site is in compliance or non-compliant.
vi. Prior to rain events, BMPs not in compliance will need to be corrected immediately.
vii. Illicit discharges per the NPDES General Permit, non-compliance of tracking control, and inlet protection within the public right-of-way shall be addressed immediately.
viii. Other non-compliance issues need to be addressed within a 24-hour period.
ix. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow-up inspection.
x. BMP maintenance/inspections shall include tree protection, if applicable.

## VI. WATER SYSTEM

A. **Domestic Water System**: The applicant shall cause the design and construction to be undertaken of a domestic water system to the satisfaction of the City Engineer. The water system improvements shall be constructed within public easements or street rights-of-way to the satisfaction of the City Engineer and dedicated to the City. **(MHMC 17.32.020 A & D; CMH Design Standards and Standard Details for Construction; CMH Water System Master Plan)**

B. **Water Well Abandonment**: Abandonment of any existing water well shall be in conformance with Santa Clara Valley Water District (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. **Water Line Extension**: Install water line extension on the proposed public streets and/or private streets. **(MHMC 17.32.020 A & D; CMH Water System Master Plan)**

D. **Public Water Meters:**

i. Each lot shall have a separate public water lateral, public meter, and standard city backflow device.
ii. Irrigation services shall have a separate public water lateral, public meter, and standard city backflow device.
iii. Fire service shall have a separate public water lateral, fire department connection (FDC), and standard double detector check back flow device per city standard.

iv. Location of the meters and backflow devices shall be determined with the future design review amendment of this subdivision. **(MHMC 17.32.020 D)**

## VII. OTHER CONDITIONS

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

B. **Undergrounding New Utilities:** The applicant shall cause the design and construction required to underground all electric, gas, Cable TV and communication lines within the development. Such design and construction shall be to the satisfaction of the affected utilities and the City Engineer. **(MHMC 17.32.020 E.1)**

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

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

E. **Pre-construction Meeting**: Prior to the approval of any Building Permit for grading activity, the developer shall schedule a pre-construction meeting with the Public Works Inspection Division with the following project team members:

i. Civil Engineer of record
ii. Geotechnical Engineer of record
iii. Third Party QSD/QSP SWPPP Inspector
iv. General Contractor
v. Sub-Contractors

F. **As-Built Submittal Standards**: The developer shall submit digital as-builts of the project's Final Map, Grading Plan, and Improvement Plans which adhere to the City's updated GIS/CAD Developer Submittal Standards.

## VIII. NPDES STORMWATER MANAGEMENT DEVELOPMENT STANDARDS

A. **Stormwater 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 from the City's Land Development Engineering webpage. Project shall provide Stormwater Runoff Management Plan, Stormwater Control Plan and Checklist, and applicable calculations per the Guidance Manual. Project shall meet the applicable Post-Construction Requirements:

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

B. **Peak Storm Water Runoff Discharge Rates**: Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion. Note: the project may be required to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows.

C. **Storm Drain System Stenciling and Signage**: 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. **Outdoor Material Storage Areas**: The following Structural or Treatment BMPs are required for outdoor material storage areas:
   i. Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
   i. The storage area must be paved and sufficiently impervious to contain leaks and spills.
   ii. The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

E. **Trash Enclosure Areas**: In addition to the requirements under Municipal Code Section 18.92.155 (Refuse and Recycling Enclosures), all 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
   ii. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.

iii. Doors: Trash enclosure shall have door(s) which can be secured when closed.
iv. 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.
v. 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.

F. **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) stormwater runoff:
   i. Volumetric Treatment Control BMP
      1. The 85th percentile 24-hour runoff event determined as the maximized capture stormwater 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.

G. **Stormwater Runoff Management Plan (SWRMP)**: 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 developer shall 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.

H. **Stormwater BMP Operation, Maintenance, and Replacement Responsibility**

i. Prior to building final, the property owner shall submit a signed certification (with signature, date & license number/seal) certifying that all post-construction stormwater management/BMP facilities shown on the as-built drawings were inspected by the civil engineer (or by a qualified third-party stormwater inspector hired by the permittee/owner) and have been constructed in accordance with the approved plans and specifications.

ii. 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.

iii. Any repairs or restoration/replacement and maintenance shall be in accordance with City-approved plans.

iv. 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.

I. **Stormwater BMP Operation and Maintenance Agreement (SWBOMA)**:

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 stormwater management BMPs. The City standard Stormwater BMP Operation and Maintenance Agreement will be provided by Land Development Engineering at building permit/improvement plan stage.

J. **Stormwater BMP Inspection Responsibility**

1. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a **certified Qualified Stormwater Practitioner (QSP)**.
2. Unless otherwise required by the City Engineer or designee, stormwater facility inspections shall be done at least twice per year (April 15th and September 15th)

by the QSP. Written records shall be kept of all inspections and shall include, at minimum, the following information:

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

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

K. **Records of Maintenance and Inspection Activities**: On or before April 15th and September 15th of each year, the party responsible for the operation and maintenance of on-site stormwater management facilities under the BMP Operation and Maintenance Agreement shall provide the City Engineer or designee with records of all inspections, maintenance and repairs.

L. **Annual Certification of SWRMP**: On or before September 30th of each year, a Registered Civil Engineer (RCE) shall provide written certification that the project's stormwater quality design standards are properly maintained and functioning as required by the SWRMP.

**POLICE DEPARTMENT**

A. **Safety and Security Plan.** The Police Department shall review and approve a safety and security plan for the facility including a security camera plan prior to the issuance of a building permit or site development permit for the medical project, whichever one is issued first.

B. **Camera Access**. The Police department will require access to camera feed and camera recordings to be able to view real time and recorded footage if/when required.

**RESOLUTION NO. 22-xx**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A 35-LOT VESTING TENTATIVE MAP ON A 10.04-ACRE SITE, A DESIGN REVIEW PERMIT TO ALLOW THE DEVELOPMENT OF A 120-UNIT RESIDENTIAL PROJECT (ROSEWOOD) THAT CONSISTS OF 34 SINGLE FAMILY ATTACHED DUETS, 86 TOWNHOME-STYLE CONDOMINIUMS, ASSOCIATED UTILITIES, AND APPROXIMATELY 1.98-ACRES OF OPEN SPACE, AND A MINOR EXCEPTION TO ALLOW A MAXIMUM BUILDING HEIGHT OF 38 FEET 6 INCHES FOR PROPERTY LOCATED ON THE SOUTHEAST CORNER OF THE INTERSECTION OF JUAN HERNANDEZ DRIVE AND BARRETT AVENUE (JUAN HERNANDEZ – BFH CM LLC) (LILLIAN COMMONS) (APNS 817-09-039 AND 041)**

**WHEREAS**, on January 19, 2022, Brookfield Properties LLC submitted applications for a 35-lot Vesting Tentative Map, Design Permit to develop the Rosewood residential project that consists of 34 single family attached duets, 86 townhome-style condominiums, associated utilities, and approximately 1.98-acres of open space, and Minor Exception to allow a maximum building height of 38 feet 6 inches on an approximately 10.04-acre site (SD2021-0005/SR2022-0002/VAR2022-0003: Juan Hernandez – Brookfield Properties LLC (Lillian Commons)); and

**WHEREAS,** such request was considered by the Planning Commission at their regular meeting of June 28, 2022; and

**WHEREAS,** the project has been reviewed in compliance with the California Environmental Quality Act (CEQA); 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. Recitals**

The Planning Commission has considered the full record before it, which may include but not limited to such things as the staff report, public testimony, and other materials and evidence submitted or provided. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.

**SECTION 2. California Environmental Quality Act Finding**

Finding: The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA.

An Initial Study and Mitigated Negative Declaration for the Juan Hernandez — MH Medical Properties Project was prepared in accordance with the requirements of the California Environmental Quality Act of 1970, as amended ("CEQA"), and state and local guidelines implementing CEQA. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) were adopted by City Council Resolution No. 20-058 on November 4, 2020. Because all potentially significant effects (a) have been analyzed adequately in the earlier Initial Study and Mitigated Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to the prior Mitigated Negative Declaration to the greatest extent feasible, including mitigation measures that are imposed upon the proposed project, nothing further is required as the changes in the project do not create any new environmental effects and therefore do not affect the analysis. The design is consistent with the project as previously analyzed pursuant to CEQA.

**SECTION 3. Vesting Tentative Map Finding**

Finding: The Planning Commission finds that the proposed subdivision, together with its provisions for its design and improvements, is consistent with applicable general or specific plans adopted by the city.

The Tentative Subdivision Map entitled “Rosewood” submitted by Ruggeri-Jensen-Azar dated April 18, 2022, attached as Exhibit A has been designed consistent with the City’s General Plan, considering neighborhood circulation patterns and providing future connections and is consistent with the Lillian Commons PD Master Plan. A Design Review application has also been submitted for review concurrently with this Vesting Tentative Subdivision Map as required by Morgan Hill Municipal Code 17.50.115.

**SECTION 4. Design Permit Findings**

Finding: The project is consistent with the Zoning Ordinance, and General Plan.

The project site is located in the MU-F Zoning District and is designated Mixed Use Flex in the General Plan. MU-F allows for a variety of uses including residential. The project site is part of the Lillian Commons Medical Mixed Use Master Plan, which satisfies the General Plan requirement of a Block Level Master Plan (BLMP) for all projects wanting to develop residential or mixed-use projects. The Rosewood residential project is

residential component of the Lillian Commons Medical Mixed Use Master Plan. The proposed project complies with all provisions of the zoning code including parking, landscaping, development standards, and architectural design.

Finding: The Design Review has been found consistent with the criteria for Design Review permit approval contained in Section 18.108.040 of the Morgan Hill Municipal Code.

The proposed project complies with all provisions of the zoning code including parking, landscaping, development standards, and architectural design.

Finding: The proposed project is in compliance with all applicable design standards and guidelines contained in the Design Review Handbook.

The proposed project substantially complies with all applicable design standards and guidelines contained in the Design Review Handbook and the City's adopted Residential Development Design and Development Standards.

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

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project. The Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) was adopted by City Council Resolution No. 20-058 on November 4, 2020. See section 2 above.

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

The development site is not located adjacent to any wildlands that could expose people or structures to wildfire risks. The project site is not located within an earthquake fault zone. In addition, the project will comply with stormwater and building code requirements. The Rosewood project is consistent with what was analyzed in the Initial Study and adopted Mitigated Negative Declaration for the Lillian Commons Medical Campus Mixed-Use Project. The project was found to not be detrimental to the public health, safety, or welfare of the surrounding area.

Finding: The proposed project complies with all Design Review criteria in subsection H of Section 18.108.040 of the Municipal Code.

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

**SECTION 5. Minor Exception Findings**

Finding: The exception will be compatible with adjacent structures and uses and is consistent with the character of the neighborhood or district where it is located. The exception will not adversely impact neighboring properties or the community at large.

The adjacent structures in the surrounding neighborhood are low or medium density single family detached residential with varying roof heights and massing. The height exception will help the proposed townhome buildings match the varying roof heights and massing of the surrounding homes. In other MU-F or similar zone districts where higher density multi-family is allowed, typically a maximum height range of 35 to 40 feet. In the base zone district of MU-F, the maximum height allowed is 35 feet but allows up to 45 feet is there is 10 feet devoted to a roof element. The Minor Exception will not adversely impact neighboring properties or the community at large but will help the proposed townhome buildings blend into the surrounding community better by providing a pathway to meet maintain livable ceiling heights while meeting the City's roof massing standards.

Finding: The exception is necessary due to unique characteristics of the subject property, structure, or use.

The Minor Exception is necessary to allow the townhome structures maintain livable ceiling heights while meeting the City's roof massing standards.

Finding: The modification is consistent with the purpose of the zoning district, the general plan, and any applicable specific plan or area plan adopted by the city council.

The modification is consistent with the base zone district of MU-F and also the City's Residential Development Design and Development Standards.

Finding: The exception will not establish an undesirable precedent.

The Minor Exception will not establish an undesirable precedent as the base zone district of MU-F allows for a similar height limit to what is being requested. In addition, the City as granted similar exceptions for residential projects trying to meet the City's varying roof height and massing requirement.

**SECTION 6.** The Planning Commission approves the Vesting Tentative Map, Design Review Permit, and Minor Exception described as SD2021-0005/SR2022-0002/VAR2022-0003: Juan Hernandez – Brookfield Properties LLC (Rosewood/Lillian Commons). The design shall be expressly conditioned in conformance with conditions incorporated herein and as attached as Exhibit "B". Minor deviations to the site review permit may be approved by the Development Services Director when consistent with the overall intent of the project.

**PASSED AND ADOPTED THIS 28th 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**

**A F F I D A V I T**

We, _____, applicants, hereby agree to accept and abide by the terms and conditions specified in this resolution.

By: _____ Date: _____

## EXHIBIT "A"
## VESTING TENTATIVE MAP

| JOB NO. 212006 | SHEET 5 OF 8 SHEETS | DATE | MK | SHEET REVISIONS | BY | CK | SCALE AS SHOWN | DATE APRIL 18, 2022 | VESTING TENTATIVE MAP PRELIMINARY LOTTING PLAN ROSEWOOD MORGAN HILL, CALIFORNIA | Brookfield Properties 12657 Alcosta Blvd San Ramon, CA 94583 | RJA RUGGERI-JENSEN-AZAR ENGINEERS • LAND SURVEYORS 8055 CAMINO ARROYO GILROY, CA 95020 PHONE (408) 848-2300 FAX (408) 848-2302 |
|---|---|---|---|---|---|---|---|---|---|---|---|

**EXHIBIT "B"**
**STANDARD CONDITIONS**

**APPLICATION NO: SD2021-0005/SR2022-0002/VAR2022-0003: Juan Hernandez – Brookfield Properties LLC (BFH CM LLC) (Rosewood/Lillian Commons)**

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

Legend

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

## I. PROJECT DESCRIPTION

The project includes the development of the Rosewood residential project that consists of 34 single family attached duets, 86 townhome-style condominiums, associated utilities, and approximately 1.98-acres of open space on an approximately 10.04-acre site.

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

A. Tentative Parcel Map SD2019-0007
C. General Plan Amendment GPA2019-0005
D. Zoning Amendment ZA2019-0016
E. Environmental Assessment EA2019-0023

## II. PROJECT MITIGATION MEASURES

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

A. **MM-AIR-3.1**: The following mitigation measure shall be implemented during all phases of construction to minimize emissions:
   a. The project applicant shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 70-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:
      i. All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 particulate matter emissions standards.

Alternatively, diesel-powered equipment that meets U.S.EPA Tier 2 or 3 engines and include CARB-certified Level 3 Diesel Particulate Filters (or equivalent) would meet this requirement, as would the use of equipment that is electrically powered or uses non-diesel fuels.

B. **MM-BIO-1.1**: Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.

C. **MM-BIO-1.2**: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit.

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

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

F. **MM-GHG-1.1**: The following mitigation measure would reduce GHG operational emissions to a less than significant level:
   a. The applicant shall develop a GHG reduction plan that includes the proper elements that would reduce emissions from project implementation and demonstrate that GHG emission from the project would be reduced by a sufficient amount to achieve the 2020 or 2030 standard, based on when the

project would become operational. Elements of this plan may include, but would not be limited to, the following:

i. Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power;
ii. Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;
iii. Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the City;
iv. Develop and implement a transportation demand management (TDM) program to reduce mobile GHG emissions.

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

a. Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);
b. Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and
c. Stationary noise sources shall be located as far from noise-sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.
d. Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
e. Unnecessary idling of internal combustion engines shall be strictly prohibited.
f. Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project

construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.

g. Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
h. Where feasible, temporary power service from local utility companies should be used instead of portable generators.
i. Locate cranes as far from noise-sensitive receptors as possible.
j. During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.
k. Substitute nail guns for manual hammering, where feasible.
l. Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of two pounds per square foot (e.g., such as 0.75-inch plywood).
m. Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible.
n. During interior construction, the exterior windows facing noise-sensitive receptors should be closed.
o. During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.
p. The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
q. Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

H. **MM-NOI-2.1.**: A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA.

I. **MM-TRN-1.1**: Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not based solely on satisfying one traffic signal warrant. Instead,

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

## III. PROJECT CONDITIONS OF APPROVAL

This Design Permit approval is limited to the plan set date stamped June 28, 2022 on file (File Number: SR2022-0002) with the Development Services Department. The approved building plans and landscape plans must be in substantial conformance with the Design Permit plans as determined by the Development Services Director. These documents show the location and dimensions of all vehicle and pedestrian circulation ways (ingress/egress), common areas, and other easement areas.

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

### PLANNING DIVISION

### DEFENSE AND INDEMNITY

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

Applicant as their agent to agree to provide the indemnification, defense and hold harmless obligations, and the signature below represents the unconditional agreement by Applicant to be bound by such conditions.

**TIME LIMITS**

A. **Term:** The Design Permit approval granted pursuant to this Resolution shall remain in effect for two years to June 28, 2024. Failure to obtain building permits within this term shall result in termination of approval unless an extension of time is granted with a showing of just cause prior to expiration date. **(MHMC 18.104.210)**

B. **Term:** The Tentative Parcel Map approval granted pursuant to this Approval Certificate shall remain in effect for two years to June 28, 2024. Failure to apply for Final Map approval with the City Engineer within this term shall result in expiration of approval unless an extension of time is granted by the Development Services Department prior to the expiration date. **(MHMC 1**7.20.170; 17.24.110**)**

**SITE DEVELOPMENT**

A. **Final Site Development Plans:** Final site development plans shall be reviewed for conformance with SR2022-0002 and in accordance with Morgan Hill Municipal Code Section 18.108.040 (Design Permit) and approved by the Development Services Department prior to issuance of a building permit. All such plans shall include:

1. Detail depicting all concrete curbs as full formed.

2. Provision of catalogue drawings depicting the proposed parking area lighting fixtures. Exterior lighting of the building and site shall be designed so that lighting is not directed onto adjacent properties and light source is shielded from direct off-site viewing.

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

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

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

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

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

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

C. **Bicycle parking**. The project shall provide short-term and long-term bicycle parking spaces in conformance with Section 18.72.080 and Table 18.72-7 of the Morgan Hill Municipal Code:

**Table 18.72-7: Required Bicycle Parking Spaces**

| Land Use | Required Bicycle Parking Spaces | |
|---|---|---|
| | **Short-Term Spaces** | **Long-Term Spaces** |
| Multi-family dwellings | 10 percent of required automobile spaces; min. of 4 spaces | 1 per 5 units |

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

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

3. **Parking Space Dimensions**.

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

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

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

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

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

E. **Street Names:** Street names, private or otherwise, used to identify building locations shall be submitted at building permit stage to the Planning Division for approval. Proposed street names shall comply with the Street Naming Policy approved by City Council (Resolution No. 4601).

F. **Tree Protection:** Unless tree removal has been previously approved, all trees located within 25 feet of any site disturbance shall be protected using the following minimum protection measures (these guidelines shall be included with all site development plans):

1. Mark all trees to be saved with a survey flag or ribbon. Do not nail or staple directly to the tree.

2. Erect a temporary fence enclosing an area equal to at least the dripline of the tree (or as far from the trunk as possible). This tree protection zone shall not be used for parking, storage of building materials, or other equipment or the placement of temporary or permanent fill. Signs should be posted identifying the restriction of uses in the tree protection zone.

3. Locate structures, grade changes, and other ground or surface

disturbances (e.g. concrete pours) as far as feasible from the "dripline" area of the tree.

4. Avoid root damage through grading, trenching, and compaction, at least within an area 1.5 times the dripline area of the tree. Where root damage cannot be avoided, roots encountered over 1 inch in diameter should be exposed approximately 12 inches beyond the area to be disturbed (towards the tree stem), by hand excavation, or with specialized hydraulic or pneumatic equipment, cut cleanly with hand pruners or power saw and immediately back-filled with soil. Avoid tearing or otherwise disturbing that portion of the roots to remain.

5. The addition of plant or other landscaping materials shall remain outside of the dripline of all trees.

6. All trees proposed to be removed from the project site shall be replaced at a 1:1 ratio. Replacement trees shall be consistent with the City of Morgan Hill Master Street Tree. All replacement trees shall be a minimum of 15-gallons in size. All mitigation/replacement trees shall be shown on the landscape plans and approved by the Development Services Director prior to the issuance of the building/grading permit.

7. Any tree subject to Chapter 12.32 Restrictions On Removal Of Significant Trees of the Morgan Hill Municipal Code requires approval from the Planning Division. The applicant shall request approval prior to removing any significant trees.

**BUILDING DESIGN**

A. **Roof mounted mechanical equipment:** All roof mounted mechanical equipment shall be placed within a screened roof top enclosure depicted on the elevation drawings or located below the parapet level and shall not be visible from the ground at any distance from the building. Cross section roof drawings shall be provided at the building permit stage indicating the relative height of the screen wall or parapet. Minimum screen height or parapet depth shall be 5 feet or greater to match the height of any proposed equipment. **(MHARH p.48, 65, 87, 106)**

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

C. **Architectural elements:** A final site development plan shall be provided at the building permit stage for review and approval to the Development Services Director prior to issuance of a building permit.

1. All vents, gutters, downspouts, flashing, electrical conduits, etc. shall be

painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.

2. Soffits and other architectural elements visible from view but not detailed on the plans shall be finished in a material in harmony with the exterior of the building.

**PARKING, VEHICULAR ACCESS AND LANDSCAPING**

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

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

**Table 18.72-6: Minimum Required Parking Lot Landscaping**

| Number of Required Parking Spaces | Percent of Surface Parking Area to be Landscaped |
|---|---|
| 16-30 | 10 percent |
| 31-60 | 15 percent |
| Over 60 | 20 Percent |

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

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

needed to comply with any mandatory stormwater drainage standards.

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

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

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

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

1. A final photometric plan shall be provided at the building permit stage for review and approval to the Development Services Director prior to issuance of a building permit.

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

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

**SIGNS**

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

B. **Directory signs required**: Directory sign(s) and location map(s) shall be provided for apartment, condominium, or townhouse projects prior to occupancy.

Location of the sign(s) shall be interior to the project and design of the directory sign(s) shall be approved by the Planning Division and Fire Department prior to issuance of building permits. **(MHARH p.61)**

**HABITAT PLAN**

A. **Fees:** The approved project is covered pursuant to the Santa Clara Valley Habitat Plan (Habitat Plan) and subject to fees and conditions contained in the Habitat Plan.

B. **Application Package**: Prior to issuance of a grading permit, the project shall complete and submit a Habitat Plan Application Package. All fees shall be paid prior to issuance of a grading permit. **(MHMC 18.132)**

C. **Conditions:** Any additional conditions or mitigations required by the Habitat Plan shall be clearly stated on all plans that involve any ground disturbing activity (i.e. grading plans, improvement plans, paving plans, demolition plans or other plans for site clearing or temporary stockpile of dirt). **(MHMC 18.132)**

**AIR QUALITY**

A. **Dust, Noise, Vibration and Materials Management Plan:** A management plan detailing strategies for control of noise, dust and vibration, and storage of hazardous materials during construction of the project shall be submitted for review prior issuance of a grading permit and requirements shall be included on all site development and grading plans. The intent of this condition is to minimize construction related disturbance of residents of the nearby or adjacent properties. **(MHMC 18.76)**

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

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

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

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

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

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

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

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

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

10. The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.

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

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

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

**CULTURAL RESOURCES**

A. **Significant historic or archaeological materials:** A moderate potential exists for unrecorded historic-period archaeological resources to be within the project area. The developer shall enter into written contracts with an archaeologist and the Tamien Nation Tribe, and pay all fees associated with the activities required by this condition. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply:

1. Prior to start of grading or earthmoving activity on the "first day of construction", the archaeologist and Tamien Nation Tribal Monitor shall hold a pre-construction meeting for the purposes of "cultural sensitivity training"

with the general contractor and subcontractors.

2. A Tamien Nation Tribal Monitor shall be present on-site to monitor all ground-disturbing activities and an archaeologist shall be on-call. Where historical or archaeological artifacts are found, work in areas where remains or artifacts are found will be restricted or stopped until proper protocols are met, as described below:

    a. Work at the location of the find will halt immediately within fifty feet of the find. If an archaeologist is not present at the time of the discovery, the applicant shall contact an archaeologist for evaluation of the find to determine whether it qualifies as a unique archaeological resource as defined by this chapter;

    b. If the find is determined not to be a Unique Archaeological Resource, construction can continue. The archaeologist will prepare a brief informal memo/letter in collaboration with a tribal representative that describes and assesses the significance of the resource, including a discussion of the methods used to determine significance for the find;

    c. If the find appears significant and to qualify as a unique archaeological resource, the archaeologist will determine if the resource can be avoided and will detail avoidance procedures in a formal memo/letter; and

    d. If the resource cannot be avoided, the archaeologist in collaboration with a tribal representative shall develop within forty-eight hours an action plan to avoid or minimize impacts. The field crew shall not proceed until the action plan is approved by the Development Services Director. The action plan shall be in conformance with California Public Resources Code 21083.2.

3. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply. If human remains are discovered, it is probable they are the remains of Native Americans,

    a. If human remains are encountered, they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.

    b. Remains should not be held by human hands. Surgical gloves should

be worn if remains need to be handled.

c. Surgical mask should also be worn to prevent exposure to pathogens that may be associated with the remains.

4. In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, ground stone mortars and pestles), culturally altered ash stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials and historic structure remains such as stone lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the exclusion zone as defined below.

5. An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the contractor foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time or discovery, by the monitoring archaeologist and tribal representative (typically twenty-five to fifty feet for single burial or archaeological find).

6. The discovery locale shall be secured (e.g., 24-hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances.

7. The Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:
   - The City of Morgan Hill Development Services Director (408) 779-7247
   - The Contractor's Point(s) of Contact
   - The Coroner of the County of Santa Clara (if human remains found) (408) 793-1900
   - The Native American Heritage Commission (NAHC) in Sacramento (916) 653-4082
   - The Amah Mutsun Tribal Band (916) 481-5785 (H) or (916) 743-5833 (C)
   - The Tamien Nation (707)295-4011 (office) and (925)336-5359 (THPO)

8. The Coroner has two working days to examine the remains after being notified of the discovery. If the remains are Native American the Coroner has 24 hours to notify the NAHC.

9. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD). (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)

10. Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.

11. Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's Development Services Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the appropriate tribe may be considered and carried out.

12. If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

**NOISE**

A. **Construction Hours:** The project shall comply with Chapter 8.28 of the Morgan Hill Municipal Code which prohibits construction activities between 8:00 PM and 7:00 AM, Monday through Friday, and between 6:00 PM and 9:00 AM on Saturdays. Construction activities may not occur on Sundays or federal holidays.

**GENERAL**

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

90 days of the approval or conditional approval of this development project and that the 90-day protest period has begun.

B. **Covenants, Conditions and Restrictions**: The applicant shall provide a set of Covenants, Conditions and Restrictions (CC&R's), Bylaws and Articles of Incorporation, for review and approval by the Development Services Director prior to final occupancy or recordation of a final map. All such CC&Rs shall include the following:

1. The Owners recognize that the use, modification and proper maintenance of the Common Area and public right-of-way(s)* are for the benefit of all citizens of the City of Morgan Hill (City) and that the City is an intended third party beneficiary of these covenants, conditions and restrictions and may, upon notice of hearing as set forth below, exercise the same powers of enforcement as the Association.

   *Public right-of-way: Exclusive of streets dedicated to and accepted by the City of Morgan Hill.

2. The City may, by mail or personal delivery, give written notice of the breach of any maintenance obligation to the Association with a demand that such breach be remedied. If such breach is not remedied within thirty (30) days of the mailing or delivery of such notice, the City shall have standing and the right (but not the obligation) to bring a court action against the Association and Owners to enforce such provision. In addition, the City shall be entitled to recover reasonable attorneys' fees and costs incurred in such action.

3. The Notice may also contain a date for a hearing on the matter before a City employee designated by the City (which hearing shall be held no sooner than fifteen (15) days after mailing of such notice), and if after such hearing the City determines that there has been inadequate maintenance, the City shall have the right (but not the obligation) to undertake the maintenance of the Common Area or public right-of-way in question. Any and all costs incurred by the City in so maintaining the Common Area or public right-of-way shall be a lien against all the properties included with the Project and shall be the personal responsibility of the Owners and the Association.

4. The entire Project and all of the properties located thereon shall be subject to the conditions and restrictions of all subdivision and other Project approvals by the City, with respect to the Project. Any changes and/or modifications to the Project and/or any Unit, including but not limited to changes to the exterior of any Unit, may be subject to review and approval of the City of Morgan Hill as may be determined by review of the Project approvals by the City of Morgan Hill.

5. This section may not be amended without the prior written consent of the Development Services Director for the City. Nothing contained in this section shall limit any other right or remedy which the City may have under its ordinances or state law.

6. For the purposes of this section, the question of whether there has been a breach of a maintenance obligation or adequate maintenance shall be determined by the provisions of the original Declaration as first recorded with the County Recorder for Santa Clara County and by any amendment thereto, but only to the extent that such maintenance obligation or duty of maintenance is increased by such amendment.

**ENGINEERING DIVISION**

**PROJECT-SPECIFIC CONDITIONS**

a. **Parkland Dedication/Parkland Fee In-Lieu:** This project is subject to the Parkland Dedication and Parkland Fee In-Lieu requirements **(MHMC 17.28).**
   i. The developer shall pay fees, in-lieu of parkland dedication, at the time of filing of the project's final map to meet the parkland obligation. The project's parkland obligation will be calculated using the formula shown in MHMC Section 17.28.060.
   ii. Private recreation credits, which could allow a credit of up to 40% towards the parkland obligation, could be available for private open space(s) within the subdivision that meets the standard requirements listed in MHMC Section 17.28.130.

b. **Final Map:**
   i. The final map shall record prior to the recording of subdivision tentative map application SD2019-0007 Juan Hernandez - MH Medical Properties commercial subdivision map, which is the area of the remainder parcel of this subdivision.
   ii. The project's tract/final map shall be approved by the City Council prior to issuance of a grading permit. **(MHMC 17.20.390; 17.24.210)**

c. **Reciprocal Access:** Reciprocal access easements and maintenance agreements ensuring access to all parcels and joint maintenance of all flood detention pond, 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. This condition is inclusive of the adjacent remainder parcel **(MHMC 17.20.350 H)**

d. **Private Access Drive:** Private Street A shall be a shared access drive for the future development of the remainder parcel. Appropriate ingress and egress easement shall be granted to the remainder parcel.

e. **Stockpile:** The proposed stockpile located on the remainder parcel site will be reviewed in detail at grading/building permit stage. A separate Stockpile Permit will be required from the Building Division at grading/building permit stage

f. **Private Storm Drain Easements (PSDE):** The necessary Private Storm Drain Easement (PSDE) shall match the footprint over the areas of the private bioretention basins and associated storm drainage pipes as needed.

g. **Private Storm Drain:** The private storm drain system shall a trash capture system at the outfall into the public system.

h. **Stormwater Detention**:
   i. Detention basin and appurtenant storm drain lines located in the remainder parcel shall be constructed and completed prior construction of the building units of the primary tract/parcels. Note: detention basin serves for flood control only of the residential units and future remainder parcel.
   ii. Detention basin side slopes be no steeper than 4:1.

i. **Right-of-way Dedication**: The existing street easements of Juan Hernandez and Barrett Avenue shall be re-dedicated in fee title to the city.

j. **MHUSD Reimbursement:** The project parcels have a reimbursement obligation to the Morgan Hill Unified School District (MHUSD) in the amount of $23,120 for the traffic signal improvements completed at the intersection of Juan Hernandez Drive and Tennant Avenue by MHUSD in 2007. The reimbursement amount was calculated based on the estimated share of peak hour trips contributed to the intersection by each anticipated new development in the vicinity of the intersection

k. **Reimbursement Obligation**: Pursuant to City Ordinance 982, the subject property will have reimbursement obligation to the City for lands acquired for street purposes and streets improved should those lands/street improvements abut or be included within subject property. **(MHMC 12.02.120 B)**

l. **Private Sanitary Sewer Maintenance Agreement**: Prior to final map approval/building permit issuance, the Owner(s) shall enter into a Private Sanitary Sewer Maintenance Agreement with the City for maintenance of all private sanitary sewer facilities which includes the private sewer mains, sewer laterals, [force main and lift station]. The Agreement shall be recorded at the County Recorder's Office prior to building final.

## II. GENERAL

a. **Final Map:** The applicant shall have a Final Map prepared by a registered engineer (licensed prior to 01/01/1982: registration number 33,965 or lower) or licensed land surveyor delineating all parcels and easements created. There shall be concurrence in writing by PG & E, Telephone, Cable TV and any other affected

agencies to all improvements and easements which are applicable to them. The number and locations of monuments shall be set as required by the City Engineer. **(MHMC 17.20.200 A; 17.20.290; 17.24.010)**

b. **Public and Private Improvements:** 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)**

c. **Improvement Plans:** 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 City Engineer prior to submittal of Final Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**

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

d. **Encroachment Permits:** Obtain necessary encroachment permits from:
   ☐ City of Morgan Hill
   and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**

e. **Subdivision Improvements Agreement:** Enter into a Subdivision Improvements Agreement with the City of Morgan Hill to cover required improvements. **(MHMC 12.02.150; 17.32.010 B; 17.32.160)**

f. **Impact Fees & Fee Increase:** The City of Morgan Hill, pursuant to City Code Chapter 3.56 has established impact fees to finance the cost of improvements required by new development. City Code Chapter 3.56.050 provides for automatic annual (July 1st) adjustment of those fees in existence utilizing the Engineering News Record Index for the preceding twelve months. The City maintains historical records on the Engineering News Record Index. These records are available for inspection during normal business hours. **(MHMC 3.56.010; 3.56.030; 3.56.050)**

   i. The developer shall pay all applicable impact fees and other engineering review fees prior to building permit issuance and at building final. The fees shall be based on the Public Works Fee Schedule prepared by Land Development Engineering.

## III. STREET IMPROVEMENTS

a. **Public and Private Streets**: The applicant shall cause the design and construction of all new public and private streets serving the project. The design of all new public and private streets shall be consistent with the General Plan Land Use and Circulation Element as well as the Street Standard Details as contained within the Public Works Standards Details. The construction of the streets shall be undertaken to the lines and grades and in a manner satisfactory to the City

Engineer. All street improvements shall be constructed to the satisfaction of the City Engineer. The timing of the improvements will be determined by the City. **(MHMC 12.02.010; 12.02.090; 17.32.060 B; CMH General Plan; CMH Design Standards and Standard Details for Construction)**

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

c. **Corner Cutoff**: The project shall dedicate the required corner cutoff at the intersection of Juan Hernandez and Barrett. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010)**

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

e. **Street Trees**: The proposed street trees shall comply with the street tree species and spacing listed under the applicable zone in the Master Street Tree List of the City's Master Street Tree Plan.

## IV. SANITARY SEWER SYSTEM

a. **Design of Sewer Improvements**: The applicant shall cause to be undertaken the design and construction of sanitary sewer improvements including, but not limited to installation of sewer line extension on the proposed public street(s) or private street(s)/drive aisle(s). The sanitary collection system shall include, but not be limited to manholes with manhole frames and covers, cleanouts, wye-branches and laterals, and separate sewer taps to each 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. **Sewer Connection**: 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)**

## V. STORM DRAIN SYSTEM

a. **Storm Drainage Study**: A complete storm drainage study of the proposed development must be submitted showing amount of run-off, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the City Engineer. All needed improvements will be made by the

applicant. No overloading of the existing system will be permitted. **(MHMC 17.32.020 B;17.32.090; CMH Design Standards and Standard Details for Construction)**

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

c. **Storm Drainage Capacity**: Collection system shall be designed to be capable of handling a 10-year storm without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity. Streets shall be designed to carry 100-year storm. Items of construction shall include, but not be limited to installation of storm line extension on proposed public street(s),_surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals. Note: the project may be required to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows. **(MHMC 17.32.020 B; 18.74.440; CMH Design Standards and Standard Details for Construction; CMH Storm Drainage System Master Plan)**

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

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

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

e. **NPDES Construction Activity General Permit/SWPPP Requirements**: As required by the State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ, construction activity resulting in a land disturbance of one (1) acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) ONLINE at: http://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with the General Permit. The SWPPP Manual shall follow the CASQA SWPPP template/format at https://www.casqa.org/store/products/tabid/154/p-167-construction-handbookportal-initial-subscription.aspx and shall be approved by Public Works Engineering. A Waste Discharger Identification (WDID) number to be issued to the construction site after the SWRCB receives and verifies the

submitted ONLINE NOI information. The WDID number and approved SWPPP Manual shall be provided to Public Works and the Building Department prior to any approval of grading activities **(SWRCB NPDES General Permit CA000002).**

f. **NPDES General Permit Site SWPPP Inspections and Compliance:**
   i. ALL project onsite and offsite construction activity shall have the site inspected by a **qualified third party SWPPP Inspector (QSD or QSP or RCE).**
   ii. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).
   iii. SWPPP Inspections shall occur bi-weekly during the non-rainy season.
   iv. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.
   v. Per each of the inspection conditions 2, 3, or 4, SWPPP inspection reports, and when applicable, Rain Event Action Plans (REAPS) shall be e-mailed to: sw.construction@morganhill.ca.gov no later than 12:00 PM each Monday for the previous week's inspections with a brief statement whether the site is in compliance or non-compliant.
   vi. Prior to rain events, BMPs not in compliance will need to be corrected immediately.
   vii. Illicit discharges per the NPDES General Permit, non-compliance of tracking control, and inlet protection within the public right-of-way shall be addressed immediately.
   viii. Other non-compliance issues need to be addressed within a 24-hour period.
   ix. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow-up inspection.
   x. BMP maintenance/inspections shall include tree protection, if applicable.

## VI. WATER SYSTEM

a. **Domestic Water System**: The applicant shall cause the design and construction to be undertaken of a domestic water system to the satisfaction of the City Engineer. The water system improvements shall be constructed within public easements or street rights-of-way to the satisfaction of the City Engineer and dedicated to the City. **(MHMC 17.32.020 A & D; CMH Design Standards and Standard Details for Construction; CMH Water System Master Plan)**

b. **Water Well Abandonment**: Abandonment of any existing water well shall be in conformance with Santa Clara Valley Water District (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. **Water Line Extension**: Install water line extension on the proposed public streets and/or private streets. **(MHMC 17.32.020 A & D; CMH Water System Master Plan)**

d. **Irrigation Water Meters:** Provide separate lateral for irrigation water meter(s) These are to be installed by developer. **(MHMC 17.32.020 D)**

e. **Water Master Meter**: All residential units are being served by 2 master public meters and shall be privately sub-metered as allowed pursuant to Section 13.04.130.C of the Morgan Hill Municipal Code. The owner of a multi-unit residential development that includes habitable dwellings, may, upon compliance with the following, install separate private submeters to each residential unit**:**

1. The owner shall obtain approval/permit from the Public Works Department for the submeter system.
   a. Any submeters shall accurately and completely measure all water consumed from the municipal water system.
   b. The owner shall agree to charge the tenant of each unit a water utility charge strictly based on the consumption by the occupants of the unit.
   c. Installation, maintenance, and monitoring of the submeter system shall be the responsibility of the owner, and in no circumstances shall the City be responsible.
   d. If any water conservation plan is implemented or imposed by the City, the owner shall be responsible for complying with any reductions required by such plan as measured by consumption on the meter(s) directly connected to the municipal water system.
2. Failure to abide by the above conditions, and/or any other conditions the City may impose, may result in revocation of any permit issued and/or other action as authorized by law, such as at the owner's expense to install individual public water meters for each unit.
3. Owner/developer shall execute an agreement with the City to cover/outline the requirements of Section 13.04.130.C of the Municipal Code to be reviewed and approved by the City Engineer or designee.
4. Records of bookkeeping and private sub-metering usage shall be accurately maintained digitally. Upon request from the City, records shall be produced to the City within a 24-hour period.
5. Private submeters shall be located on the exterior of the unit in an accessible area to City personnel, owner, and unit occupant for manual/visual meters readings as needed.

## VII. OTHER CONDITIONS

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

b. **Undergrounding New Utilities:** The applicant shall cause the design and construction required to underground all electric, gas, Cable TV and communication lines within the development. Such design and construction shall

be to the satisfaction of the affected utilities and the City Engineer. **(MHMC 17.32.020 E.1)**

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

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

e. **Pre-construction Meeting**: Prior to the approval of any Building Permit for grading activity, the developer shall schedule a pre-construction meeting with the Public Works Inspection Division with the following project team members:
   i. Civil Engineer of record
   ii. Geotechnical Engineer of record
   iii. Third Party QSD/QSP SWPPP Inspector
   iv. General Contractor
   v. Sub-Contractors

f. **As-Built Submittal Standards**: The developer shall submit digital as-builts of the project's Final Map, Grading Plan, and Improvement Plans which adhere to the City's updated GIS/CAD Developer Submittal Standards.

## VIII. NPDES STORMWATER MANAGEMENT DEVELOPMENT STANDARDS

a. **Stormwater 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 from the City's Land Development Engineering webpage. Project shall provide Stormwater Runoff Management Plan, Stormwater Control Plan and Checklist, and applicable calculations per the Guidance Manual. Project shall meet the applicable Post-Construction Requirements:
   1. Performance Requirement 1: Site Design and Runoff Reduction
   2. Performance Requirement 2: Water Quality Treatment
   3. Performance Requirement 3: Runoff Retention
   4. Performance Requirement 4: Peak Management

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

to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows.

c. **Storm Drain System Stenciling and Signage**: 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. **Outdoor Material Storage Areas**: The following Structural or Treatment BMPs are required for outdoor material storage areas:
   i. Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
   ii. The storage area must be paved and sufficiently impervious to contain leaks and spills.
   iii. The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.

e. **Trash Enclosure Areas**: In addition to the requirements under Municipal Code Section 18.92.155 (Refuse and Recycling Enclosures), all 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
   ii. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.
   iii. Doors: Trash enclosure shall have door(s) which can be secured when closed.
   iv. 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.
   v. 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.

f. **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.

g. **Stormwater Runoff Management Plan (SWRMP)**: 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 developer shall 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.

h. **Stormwater BMP Operation, Maintenance, and Replacement Responsibility**

i. Prior to building final, the property owner shall submit a signed certification (with signature, date & license number/seal) certifying that all post-construction stormwater management/BMP facilities shown on the as-built drawings were inspected by the civil engineer (or by a qualified third party stormwater inspector hired by the permittee/owner) and have been constructed in accordance with the approved plans and specifications.

ii. 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.

iii. Any repairs or restoration/replacement and maintenance shall be in accordance with City-approved plans.

iv. 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.

i. **Stormwater BMP Operation and Maintenance Agreement (SWBOMA)**:

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 BMPs. The City standard Stormwater BMP Operation and Maintenance Agreement will be provided by Land Development Engineering at building permit/improvement plan stage.

j. **Stormwater BMP Inspection Responsibility**

1. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a **certified Qualified Stormwater Practitioner (QSP)**.
2. Unless otherwise required by the City Engineer or designee, stormwater facility inspections shall be done at least twice per year (April 15th and September 15th) by the QSP. Written records shall be kept of all inspections and shall include, at minimum, the following information:
   a. Site address;
   b. Date and time of inspection;
   c. Name of the person conducting the inspection;
   d. List of stormwater facilities inspected;
   e. Condition of each stormwater facility inspected;
   f. Description of any needed maintenance or repairs; and
   g. As applicable, the need for site re-inspection.
3. Upon completion of each inspection, an inspection report shall be submitted to Land Development Engineering.

k. **Records of Maintenance and Inspection Activities**: On or before April 15th and September 15th of each year, the party responsible for the operation and maintenance of on-site stormwater management facilities under the BMP Operation and Maintenance Agreement shall provide the City Engineer or designee with records of all inspections, maintenance and repairs.

l. **Annual Certification of SWRMP**: On or before September 30th of each year, a Registered Civil Engineer (RCE) shall provide written certification that the project's stormwater quality design standards are properly maintained and functioning as required by the SWRMP.

**<u>BUILIDNG DIVISION</u>**

A. **California Code of Regulations:** Project shall be designed to comply with the 2016 California Code of Regulations as amended by Morgan Hill Municipal Code Title 15. Building Permit applications submitted after January 1, 2020 shall be designed to comply with the 2019 California Codes of Regulations.

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

1. MHMC 15.65 Sustainable Building Regulations.
2. MHMC 18.72.040 C. Electric Vehicle Charging.
   When Required. Electric vehicle charging stations shall be provided:
   - For new structures or uses required to provide at least twenty-five parking spaces; and
   - Additions or remodels that increase an existing parking lot of fifty or more spaces by ten percent or more.

   Number of Charging Stations. The number of required charging stations shall be as follows:
   - Twenty-five to forty-nine parking spaces: One charging station.
   - Fifty to one hundred parking spaces: Two charging stations, plus one for each additional fifty parking spaces.
3. MHMC 18.72.040 C. Electric Vehicle Charging.
4. MHMC 15.40 Building Security
5. MHMC 15.38 Wage Theft Preventions
6. MHMC 18.148 Water Conservation
7. MHMC 15.63 Prohibition of Natural Gas Infrastructure in New Buildings

C. 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

**FIRE DIVISION**

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

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

C. **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)**

D. **Fire Apparatus (Ladder Truck) Access Roads Required.** Provide access roadways with a paved all weather surface and a minimum unobstructed width of 26 feet, vertical clearance of 13 feet, 6 inches, minimum circulating turning radius of 23 feet inside and 36 feet outside, a maximum slope of 10% and vehicle loading of 72,000 pounds. Installations shall conform to the City of Morgan Hill Standard Details and Specifications 11-B

E. **Fire Hydrant Location Identifier:** Prior to project final inspection, the general contractor shall ensure that an approved ("Blue Dot") fire hydrant location identifier has been placed in the roadway, as directed by the fire department.

F. **Fire Lane Marking Required:** Provide marking for all roadways within the project. Markings shall be per fire department specifications. Installations shall also conform to Local Government Standards and the City of Morgan Hill Standard Details and Specifications 11-F. **(CFC Section 503)**

G. **Automatic Fire Sprinkler System Required:** New homes located within the hazardous fire area, and in the non hazardous fire area homes shall be protected throughout by an approved, automatic fire sprinkler system, hydraulically designed per National Fire Protection Association (NFPA). **(CFC Chapter 9 as amended by MHMC 15.44.170)**

H. **Private on-site Fire Service Mains and Hydrants:** Installations shall conform to National Fire Protection Association Standard #24, and the City of Morgan Hill Standard Details and Specifications. Provide plan submittal to the City of Morgan Hill for review and approval prior to installation.

I. **Parking Along Roadways:** The required width of fire access roadways shall not be obstructed in any manner. Parking shall not be allowed along roadways less than 28 feet in width. Parking will be allowed along one side of the street for roadways 28-35 feet in width. For roadways equal to or greater than 36 feet, parking will be allowed on both sides of the roadway. Roadway widths shall be measured face to face of curb. Parking spaces are based on an 8-foot-wide space. **(CFC Section 503)**

J. **Fire sprinklers, Underground fire service, and fire sprinkler monitoring (if required) shall all be deferred submittals.** Provide this note on cover sheet at time of building permit review.

**HOUSING DIVISION**

A. **Inclusionary Affordable Housing Agreement (IHAA).** IHAA must be executed and recorded prior to issuance of building permit.
   i. Nine (9) BMR unit placements approved based on Affordable Housing Agreement (AHA) site plan appendix and sheet DR-03 dated 04/19/2022.

B. **Payment of Inclusionary Housing In-Lieu Fee.** Pursuant to Sections 14.04.040 and 14.04.070.D of the Inclusionary Housing Ordinance, Developer shall pay the sum of Two Million, Three Hundred Seventy-Eight Thousand, Eight Hundred Twenty-Four and 29/100 Dollars ($2,378,824.29) (the **"**Fractional In-Lieu Fee**"**). Pursuant to Paragraph D.4 of Section 14.04.070 of the Inclusionary Housing Ordinance, the Fractional In-Lieu Fee must be paid to City in full prior to, and as a condition of, the issuance of building permits for the Project. If building permits are initially issued for only some of the units in the Project, the Fractional In- Lieu Fee shall be due and payable on a pro rata basis in proportion to the number of units for which building permits are issued.

**ENVIRONMENTAL SERVICES**

A. A full and final landscape plan must be submitted to the Environmental Services Department prior to the issuance of a building permit. Per Morgan Hill Municipal Code (MHMC)18.148.060, the documentation package shall include:
   1. Project information:
      a. Date;
      b. Project applicant;
      c. Project address (if available, parcel and/or lot numbers);
      d. Project type (e.g., new, rehabilitated, public, private, cemetery, homeowner-installed);
      e. Total landscape area (square feet);
      f. Water supply type (e.g., potable, recycled, well) and identify the local retail water purveyor if the applicant is not served by a private well;
      g. Checklist of all documents in landscape documentation package;
      h. Project contacts to include contact information for the project applicant and property owner;
      i. Applicant signature and date with statement, "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete landscape documentation package."
   2. Water budget calculations, if applicant selects to use a water budget approach rather than comply with the turf area limitations or specified plant type restrictions (Section 18.148.080);
   3. Soil management report or soil management survey (Section 18.148.080);

4. Landscape design plans (Section 18.148.090);
5. Irrigation system design plans (Section 18.148.100);
6. Landscape audit report (Section 18.148.130) (to be provided after construction); and
7. Grading design plan or grading design survey (Section 18.148.110).

B. The landscape designer is encouraged to review the above noted code sections carefully in order to develop an application package that will facilitate an expedient review of the water conserving aspects of the planned landscape.

C. A soils management report must be prepared and submitted prior to the issuance of the first building permit application for the project and the results of the report are to be used to finalize the irrigation design and soil amendment plans.

B. Spray irrigation is only allowed in the park/turf areas and all spray heads must be 24 inches away from any non-permeable surface.

# RESOLUTION NO. 20-058

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

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

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

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

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

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

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**WHEREAS**, the Planning Commission has reviewed, considered and recommended approval of the Initial Study/Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program for the Project at their October 13, 2020 meeting; and

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

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

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

**NOW, THEREFORE, THE MORGAN HILL CITY COUNCIL DOES RESOLVE AS FOLLOWS:**

**SECTION 1. THAT THE CITY COUNCIL** does hereby make the following findings:

(1) It has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon the Project;

(2) The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA; and

(3) The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City as lead agency for the Project. The Development Services Director of the Development Services Department at 17575 Peak Avenue, Morgan Hill, California 95037, is the custodian of documents and records of proceedings on which this decision is based.

(4) On the basis of the whole record before it (including the initial study and any comments received), there is no substantial evidence that the project will have a significant effect on the environment with the application of mitigation measures.

**SECTION 2. THAT THE CITY COUNCIL** does hereby adopt the Mitigation Monitoring and Reporting Program prepared for the Project. The Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program are: (1) on file in the Development Services Department, Planning Division, located at 17575 Peak Avenue, Morgan Hill CA 95037 and (2) available for inspection by any interested person on-line at: https://www.morgan-hill.ca.gov/2037/Lillian-Commons rather than in person.

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**PASSED AND ADOPTED** by the City Council of Morgan Hill at a Regular Meeting held on the 4th day of November 2020 by the following vote:

| | | |
|---|---|---|
| **AYES:** | **COUNCIL MEMBERS:** | **Yvonne Martinez Beltran, Rene Spring, John McKay, Larry Carr, Rich Constantine** |
| **NOES:** | **COUNCIL MEMBERS:** | **None** |
| **ABSTAIN:** | **COUNCIL MEMBERS:** | **None** |
| **ABSENT:** | **COUNCIL MEMBERS:** | **None** |

**APPROVED:**

DocuSigned by:
Rich Constantine
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**RICH CONSTANTINE, Mayor**

**ATTEST:**

DocuSigned by:
Michelle Bigelow
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**IRMA TORREZ, City Clerk**

## CERTIFICATION

**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 Resolution No.20-058, adopted by the City Council at the meeting held on November 4, 2020.

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

**DATE:** 11/11/2020

DocuSigned by:
Michelle Bigelow
1A0C0E3E8F0C3...
**IRMA TORREZ, City Clerk**

# RESOLUTION NO. 20-059

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL APPROVING GENERAL PLAN AMENDMENT GPA2019-0005 TO AMEND THE GENERAL PLAN LAND USE MAP ON A 19.67-ACRE SITE FOR THE JUAN HERNANDEZ – MH MEDICAL PROPERTIES (LILLIAN COMMONS) (APNS 817-09-039, 817-09-040 AND 817-09-041) FROM COMMERCIAL TO MIXED-USE FLEX

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

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

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

**WHEREAS**, such request was considered and recommended for approval by the Planning Commission at its regular meeting of September 29, 2020 and October 13, 2020;

**WHEREAS**, such request was considered by the City Council at its regular meeting of November 4, 2020; and

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

**NOW, THEREFORE, THE MORGAN HILL CITY COUNCIL DOES RESOLVE AS FOLLOWS:**

**SECTION 1.** The proposed General Plan Amendment is found to be consistent with the policies and provisions of the Morgan Hill 2035 General Plan as described in the staff report to the Planning Commission, incorporated herein by this reference.

**SECTION 2.** An Initial Study and Mitigated Negative Declaration (MND) was prepared in compliance with CEQA. The City Council of the City of Morgan Hill hereby finds that, on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment with the application of mitigation measures and that the Mitigated Negative Declaration reflects the Planning Commission's

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independent judgment and analysis, and that the Mitigated Negative Declaration was considered prior to action taken to adopt this Resolution.

**SECTION 3.** The City Council of the City of Morgan Hill adopts the General Plan Amendment application, GPA2019-0005: Juan Hernandez – MH Medical Properties (Lillian Commons).

**PASSED AND ADOPTED** by the City Council of Morgan Hill at a Regular Meeting held on the 4th day of November 2020 by the following vote:

| | | |
|---|---|---|
| **AYES:** | **COUNCIL MEMBERS:** | **Yvonne Martinez Beltran, Rene Spring, John McKay, Larry Carr, Rich Constantine** |
| **NOES:** | **COUNCIL MEMBERS:** | **None** |
| **ABSTAIN:** | **COUNCIL MEMBERS:** | **None** |
| **ABSENT:** | **COUNCIL MEMBERS:** | **None** |

**APPROVED:**

DocuSigned by:
Rich Constantine
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**RICH CONSTANTINE, Mayor**

**ATTEST:**

DocuSigned by:
Michelle Bigelow
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**IRMA TORREZ, City Clerk**

## CERTIFICATION

**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 Resolution No.20-059, adopted by the City Council at the meeting held on November 4, 2020.

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

**DATE:** 11/11/2020

DocuSigned by:
Michelle Bigelow
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**IRMA TORREZ, City Clerk**

# RESOLUTION NO. 20-060

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

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

**WHEREAS**, such request was considered and recommended for approval by the Planning Commission at its regular meeting of September 29, 2020 and October 13, 2020;

**WHEREAS**, such request was considered by the City Council at its regular meeting of November 4, 2020; and

**WHEREAS**, in accordance to the California Environmental Quality Act (CEQA), the City completed an Initial Study to determine whether the project could have a significant effect on the environment, and found that with the application of mitigation measures there will not be a significant effect in this case, and therefore a Mitigated Negative Declaration has been prepared and considered by the City Council prior to action taken to adopt this Resolution; and

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

**NOW, THEREFORE, THE MORGAN HILL CITY COUNCIL DOES RESOLVE AS FOLLOWS:**

**SECTION 1.** The Tentative Parcel Map, together with its provisions for its design and improvements, is consistent with the General Plan.

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

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**PASSED AND ADOPTED** by the City Council of Morgan Hill at a Regular Meeting held on the 4th day of November 2020 by the following vote:

| | | |
|---|---|---|
| **AYES:** | **COUNCIL MEMBERS:** | **Yvonne Martinez Beltran, Rene Spring, John McKay, Larry Carr, Rich Constantine** |
| **NOES:** | **COUNCIL MEMBERS:** | **None** |
| **ABSTAIN:** | **COUNCIL MEMBERS:** | **None** |
| **ABSENT:** | **COUNCIL MEMBERS:** | **None** |

**APPROVED:**

DocuSigned by:
Rich Constantine
**RICH CONSTANTINE, Mayor**

**ATTEST:**

DocuSigned by:
Michelle Bigelow
**IRMA TORREZ, City Clerk**

## CERTIFICATION

**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 Resolution No.20-060, adopted by the City Council at the meeting held on November 4, 2020.

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

**DATE:** 11/11/2020

DocuSigned by:
Michelle Bigelow
**IRMA TORREZ, City Clerk**

# EXHIBIT "A"
# STANDARD CONDITIONS

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

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

Legend

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

## I. PROJECT DESCRIPTION

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

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

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

## II. PROJECT MITIGATION MEASURES

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

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

B. **MM-BIO-1.1**: Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.

C. **MM-BIO-1.2**: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading perm.

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

E. **MM-BIO-5.2**: The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City.

F. **MM-NOI-1.1**: Develop a noise construction control plan including but not limited to the following construction best management control:
   - Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);
   - Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to

avoid noise associated with compressed air exhaust from pneumatically powered tools; and

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

- The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

G. **MM-NOI-2.1**: A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA.

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

## III. PROJECT CONDITIONS OF APPROVAL

This Tentative Parcel Map approval is limited to the plan set dated October 6, 2020 on file (File Number SD2019-0007) with the Development Services Department. These documents show the location and sizes of all lots in this development, the location and dimensions of all vehicle and pedestrian circulation ways (ingress/egress), common areas, and other easement areas.

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

## PLANNING DIVISION

### DEFENSE AND INDEMNITY

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

### TIME LIMITS

A. **Term:** The Tentative Parcel Map approval granted pursuant to this Resolution shall remain in effect for two years to November 4, 2022. Failure to apply for Final Map approval with the City Engineer within this term shall result in expiration of approval unless an extension of time is granted by the Development Services Department/Planning Commission prior to the expiration date. **(MHMC 17.20.170; 17.24.110)**

### SITE DEVELOPMENT

A. **Street Names:** Street names, private or otherwise, used to identify building locations shall be submitted to the Planning Division for approval. Proposed street names shall comply with the Street Naming Policy approved by City Council (Resolution No. 4601) and CP 94-13.

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

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

C. **Standard Condition AIR-2**:

- Install air filtration in residential and medical buildings. Air filtration devices shall be rated MERV16 or higher for portions of the site that have annual PM2.5 exposure above 1.1 micrograms per cubic meter and MERV13 or higher for all other portions of the site. To ensure adequate health protection to sensitive receptors (i.e. residents), this ventilation system, whether mechanical or passive, all fresh air circulation into the dwelling units shall be filtered.

- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required.
- Ensure that the use agreement and other property documents:
    - Require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks;
    - Include assurance that new owners or tenants are provided information on the ventilation system; and
    - Include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacement of the filters, as needed.

D. **Standard Condition AIR-3**: Provide electrical power at truck loading docks to avoid use of truck refrigeration units.

E. **Standard Condition AIR-4**: Designate truck circulation routes that avoid residential areas to the greatest extent reasonable.

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

G. **Standard Condition GEO-2 (Storm Drain System)**: Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works.
1. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
2. Water Pollution Control Drawings for Sediment and Erosion Control.

H. **Standard Condition GEO-3 (NPDES Permit Conformance):** As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total

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

I. **Standard Condition HYD-1:** In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures are included in the project to reduce construction-related water quality impacts to a less than significant level:
The following BMPs shall be implemented during project construction:
- Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities will be suspended during periods of high winds.
- All exposed or disturbed soil surfaces will be watered at least twice daily to control dust.
- Stockpiles of soil or other materials that can be blown by the wind will be watered or covered.
- All trucks hauling soil, sand, and other loose materials will be covered and all trucks will be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction site will be swept daily (with water sweepers).
- Vegetation in disturbed areas will be replanted as quickly as possible.

J. **Standard Condition HYD-2:** In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures shall be included in the project to reduce construction-related water quality impacts to a less than significant level:
- As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General

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

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

**HABITAT PLAN**

A. **Fees:** The approved project is covered pursuant to the Santa Clara Valley Habitat Plan (Habitat Plan) and subject to fees and conditions contained in the Habitat Plan.

B. **Application Package**: Prior to issuance of a grading permit, the project shall complete and submit a Habitat Plan Application Package. All fees shall be paid prior to issuance of a grading permit. **(MHMC 18.132)**

C. **Conditions:** Any additional conditions or mitigations required by the Habitat Plan shall be clearly stated on all plans that involve any ground disturbing activity (i.e. grading plans, improvement plans, paving plans, demolition plans or other plans for site clearing or temporary stockpile of dirt). **(MHMC 18.132)**

**CULTURAL RESOURCES**

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

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

1. If human remains are encountered, they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld. Remains should not be held by human hands. Surgical gloves should be worn if remains need to be handled. Surgical mask should also be worn to prevent exposure to pathogens that may be associated with the remains.

2. In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, groundstone mortars and pestles), culturally altered ash-stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials, and historic structure remains such as stone-lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the discovery locale.

3. An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time or discovery, by the Monitoring Archaeologist (typically 25-50ft for single burial or archaeological find).

4. The discovery locale shall be secured (e.g., 24-hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances.

5. The Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:

- The City of Morgan Hill Development Services Director (408) 779-7247
- The Contractor's Point(s) of Contact
- The Coroner of the County of Santa Clara (if human remains found) (408) 793-1900
- The Native American Heritage Commission (NAHC) in Sacramento (916) 653-4082
- The Amah Mutsun Tribal Band (916) 481-5785 (H) or (916) 743-5833 (C)

6. The Coroner has two working days to examine the remains after being notified of the discovery. If the remains are Native American the Coroner has 24 hours to notify the NAHC.

7. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD) from the Amah Mutsun Tribal Band. (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)

8. Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.

9. Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's Development Services Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological analyses or DNA analyses recommended by the Amah Mutsun Tribal Band may be considered and carried out.

10. If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails, then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

**GENERAL**

A. **Recordation of Map**: The recordation of the final map shall not be completed until approval of the Design Review Permit is completed.

B. **Signed copies of Approval Certificate**: Submit two (2) signed copies of the Approval Certificate to the Planning Division prior to issuance of a building permit.

## ENGINEERING DIVISION

### PROJECT SPECIFIC ENGINEERING CONDITIONS

A. **Site Access**

1. Barrett Avenue Driveways: The project is proposing two full access driveways along Barrett Avenue, across Barrett Elementary School. These new driveways are designated in the project's Traffic Impact Analysis, dated June 19, 2020, as Driveway 3 (closest to Juan Hernandez Drive) & Driveway 4. The City Engineer has determined that allowing these two driveways to be full access will create unsafe conditions for vehicle, pedestrian and bicycle traffic in the vicinity of Barrett Elementary School especially during the school's drop-off and pick-up periods.
    a. At Design Review stage, revise Driveways 3 & 4 to provide emergency vehicle access only.

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

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

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

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

C. **Tentative Map**

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

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

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

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

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

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

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

H. **Parkland Dedication and Parkland Fee In-Lieu Exemption**: The residential portion of the project is subject to the payment of parkland in-lieu fees to meet the parkland obligation pursuant to the Parkland Dedication and Parkland Fee In-Lieu requirements (Morgan Hill Municipal Code Chapter 17.28).

## STANDARD ENGINEERING CONDITIONS

### A. GENERAL

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

2. The applicant shall have a Final Map prepared by a registered engineer (licensed prior to 01/01/1982: registration number 33,965 or lower) or licensed land surveyor delineating all parcels and easements created. There shall be concurrence in writing by PG & E, Telephone, Cable TV and any other affected agencies to all improvements and easements which are applicable to them. The number and locations of monuments shall be set as required by the City Engineer. **(MHMC 17.20.200 A; 17.20.290; 17.24.010)**

3. The applicant shall submit as part of the improvement drawings for the project, profiles of all improvements and typical cross-sections of all streets and details of curbs, gutters, and sidewalks, to be accomplished to the satisfaction of the City Engineer prior to submittal of Final Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**

4. Obtain necessary encroachment permits from the City of Morgan Hill and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**

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

6. Enter into a Subdivision Improvement Agreement (SIA) with the City of Morgan Hill to cover required improvements. **(MHMC 12.02.150; 17.32.010 B; 17.32.160)**

7. Reciprocal access easements and maintenance agreements ensuring access to all parcels and joint maintenance of all common roads, drives or parking areas shall be provided by CC&R's and by deed and shall be recorded concurrent with the map, or prior to issuance of building permit where no map is involved. **(MHMC 17.20.350 H)**

8. **IMPACT FEE INCREASE** - The City of Morgan Hill, pursuant to City Code Chapter 3.56 has established impact fees to finance the cost of improvements required by new development. City Code Chapter 3.56.050 provides for automatic annual (July 1st) adjustment of those fees in existence utilizing the Engineering News Record Index for the preceding twelve months. The City

maintains historical records on the Engineering News Record Index. These records are available for inspection during normal business hours. **(MHMC 3.56.010; 3.56.030; 3.56.050)**

B. **STREET IMPROVEMENTS**

1. The applicant shall cause the design and construction of all new public and private streets serving the project. The design of all new public and private streets shall be consistent with the General Plan Land Use and Circulation Element as well as the Street Standard Details as contained within the Public Works Standards Details. The construction of the streets shall be undertaken to the lines and grades and in a manner satisfactory to the City Engineer. All street improvements shall be constructed to the satisfaction of the City Engineer. The timing of the improvements will be determined by the City. **(MHMC 12.02.010; 12.02.090; 17.32.060 B; CMH General Plan; CMH Design Standards and Standard Details for Construction)**

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

3. Dedication of the required corner cutoff at the intersection of Juan Hernandez Drive and Barrett Avenue. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010)**

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

C. **SANITARY SEWER SYSTEM**

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

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

D. **STORM DRAIN SYSTEM**

1. A complete storm drainage study of the proposed development must be submitted showing amount of run-off, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the City Engineer. All needed improvements will be made by the applicant. No overloading of the existing system will be permitted. **(MHMC 17.32.020 B;17.32.090; CMH Design Standards and Standard Details for Construction)**

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

3. Collection system shall be designed to be capable of handling a 10-year storm without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity. Streets shall be designed to carry a 100-year storm. Items of construction shall include, but not be limited to installation of surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals. Note: the project may be required to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows. **(MHMC 17.32.020 B; 18.74.440; CMH Design Standards and Standard Details for Construction; CMH Storm Drainage System Master Plan)**

4. Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the City Engineer.

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

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

5. As required by the State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ, construction activity resulting in a land disturbance of one (1) acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain

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

6. NPDES GENERAL PERMIT SITE SWPPP INSPECTIONS AND COMPIANCE:

   a. ALL project onsite and offsite construction activity shall have the site inspected by a qualified third party SWPPP Inspector (QSD or QSP or RCE) or the project shall be charged for SWPPP inspections performed by a City Inspector. This will be determined at improvement plan stage.

   b. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).

   c. SWPPP Inspections shall occur bi-weekly during the non-rainy season.

   d. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.

   e. Per each of the inspection conditions 2, 3, or 4, the NPDES SWPPP Inspector shall certify in writing to the Building Division and Land Development Engineering Division if the site is in compliance or non-compliance with the NPDES General Permit for Stormwater, site SWPPP Manual, and Water Pollution Control Drawings (per the CMH-SWPPP Inspection Check List to be provided by Land Development Engineering). QSD/QSP SWPPP Inspectors shall forward onsite and offsite information/certification to the Building (on-site private property issues) and Public Works (public right-of-way issues) inspectors respectively.

   f. Prior to rain events, BMPs not in compliance will need to be corrected immediately.

g. Illicit discharges per the NPDES General Permit, non-compliance of tracking control, and inlet protection within the public right of way shall be address immediately.

h. Other non-compliance issues need to be addressed within a 24-hour period.

i. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow up inspection.

j. BMPs maintenance/inspections shall include tree protection if applicable.

E. **WATER SYSTEM**

1. The applicant shall cause the design and construction to be undertaken of a domestic water system to the satisfaction of the City Engineer. The water system improvements shall be constructed within public easements or street rights-of-way to the satisfaction of the City Engineer and dedicated to the City. **(MHMC 17.32.020 A & D; CMH Design Standards and Standard Details for Construction; CMH Water System Master Plan)**

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

3. Installation of water line extension on the proposed private streets. **(MHMC 17.32.020 A & D; CMH Water System Master Plan)**

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

F. **OTHER CONDITIONS**

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

2. The applicant shall cause the design and construction required to underground all electric, gas, Cable TV and communication lines within the development. Such design and construction shall be to the satisfaction of the affected utilities and the City Engineer. **(MHMC 17.32.020 E.1)**

3. The final map for a minor subdivision (4 lots or less) shall be signed by the City Engineer and the Planning Commission Secretary prior to issuance of a grading permit. **(MHMC 17.20.390; 17.24.210)**

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

5. Prior to the approval of any Building Permit for grading activity, the developer shall schedule a pre-construction meeting with the Public Works Inspection Division with the following project team members:

   a. Civil Engineer of record
   b. Geotechnical Engineer of record
   c. Third Party QSD/QSP SWPPP Inspector
   d. General Contractor
   e. Subcontractors

G. **NPDES WATER QUALITY STORMWATER MANAGEMENT DEVELOPMENT STANDARDS**

1. State Water Resources Control Board Post Construction Requirements (PCRs): Project shall comply with the California Regional Water Quality Control Board Central Coast Region Resolution No. R3-2013-0032 as documented by the **Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements** (developed from Resolution No. R-2013-0032 Attachment 1 and 2 at: http://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.shtml). A copy of the guidance manual can be obtained through the Land Development Engineering's website. Project shall meet the applicable requirements of the Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements:

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

2. **Properly Design Trash Enclosure Areas:** All trash enclosure areas must meet the following Structural or Treatment Control BMP requirements:

   a. Roof Required: Trash enclosure areas shall have an all-weather noncombustible solid roof to prevent rainwater from mixing with the enclosure's contents.
   b. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.
   c. Doors: Trash enclosure shall have door(s) which can be secured when closed.
   d. Grades: The pad for the enclosure shall be designed to not drain outward, and the grade surrounding the enclosure shall be designed to not drain into the enclosure.

e. Drain Inlet: Within the enclosure, an area drain with an approved (Zurn) vandal- proof drain shall be installed and shall be plumbed to the sanitary sewer system with grease trap. Grease trap shall be located within the trash enclosure footprint.

3. **Design Standards for Structural or Treatment Control BMPs:** The post-construction treatment control BMPs shall incorporate, at a minimum, either a volumetric or flow- based treatment control design standard, or both, as identified below to mitigate (infiltrate, filter or treat) storm water runoff:

   a. Volumetric Treatment Control BMP

      i) The 85th percentile 24-hour runoff event determined as the maximized capture storm water volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or

      ii) The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook – Industrial/ Commercial, (2003); or

      iii) The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

   b. Flow Based Treatment Control BMP

      i) The flow of runoff produced from a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the area; or

      ii) The flow of runoff produced from a rain event that will result in treatment of the same portion of runoff as treated using volumetric standards above.

4. **Stormwater Runoff Management Plan (SWRMP) required:** The stormwater runoff management plan shall include sufficient information to evaluate the environmental characteristics of affected areas, the potential impacts of the proposed development on water resources, and the effectiveness and acceptability of measures (post-construction BMPs) proposed for managing stormwater runoff.

5. **Stormwater BMP operation, maintenance, and replacement responsibility**

a. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property owner(s) or other legal entity approved by the city.

b. Any repairs or restoration/replacement and maintenance shall be in accordance with city-approved plans.

c. The property owner(s) shall develop a maintenance schedule for the life of any stormwater management facility and shall describe the maintenance to be completed, the time period for completion, and who shall perform the maintenance. This maintenance schedule shall be included with the approved stormwater runoff management plan.

6. **Stormwater BMP operation and Maintenance Agreement (SWBOMA)**: Prior to the issuance of any building permits requiring stormwater management BMPs, the owner(s) of the site shall enter into a formal written stormwater BMP operation and maintenance agreement with the city. The city shall record this agreement, against the property or properties involved, with the County of Santa Clara and it shall be binding on all subsequent owners of land served by the storm water management treatment BMPs (City standard STORMWATER BMP OPERATION AND MAINTENANCE AGREEMENT to be provided by Land Development Engineering).

7. **Stormwater BMP inspection responsibility**

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

b. Unless otherwise required by the City engineer or designee, stormwater facility inspections shall be done at least twice per year (April 15th and September 15th) by the RCE. Written records shall be kept of all inspections and shall include, at minimum, the following information:

i) Site address;
ii) Date and time of inspection;
iii) Name of the person conducting the inspection;
iv) List of stormwater facilities inspected;
v) Condition of each stormwater facility inspected;
vi) Description of any needed maintenance or repairs; and
vii) As applicable, the need for site re-inspection.

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

8. **Records of maintenance and inspection activities:** On or before April 15th and September 15th of each year, the party responsible for the operation and maintenance of on-site stormwater management facilities under the BMP operation and maintenance agreement shall provide the City engineer or designee with records of all inspections, maintenance and repairs.

9. **Annual Certification of SWRMP:** On or before September 30th of each year, a Registered Civil Engineer (RCE) shall provide written certification that the developments stormwater quality design standards are properly maintained and functioning as required by the SWRMP.

## POLICE DEPARTMENT

A. **Safety and Security Plan.** The Police Department shall review and approve a safety and security plan for the facility including a security camera plan prior to the issuance of a building permit or site development permit, whichever one is issued first.

B. **Camera Access**. The Police department will require access to camera feed and camera recordings to be able to view real time and recorded footage if/when required.

## HOUSING DIVISION

A. **Inclusionary Housing Agreement:** The developer shall execute and record an Inclusionary Affordable Housing Agreement with the City prior to issuance of a building permit. **(MHMC 14.04.050)**

B. **BMR Standards**: The Below Market Rate (BMR) units shall comply with the BMR standards.

BMR standards:

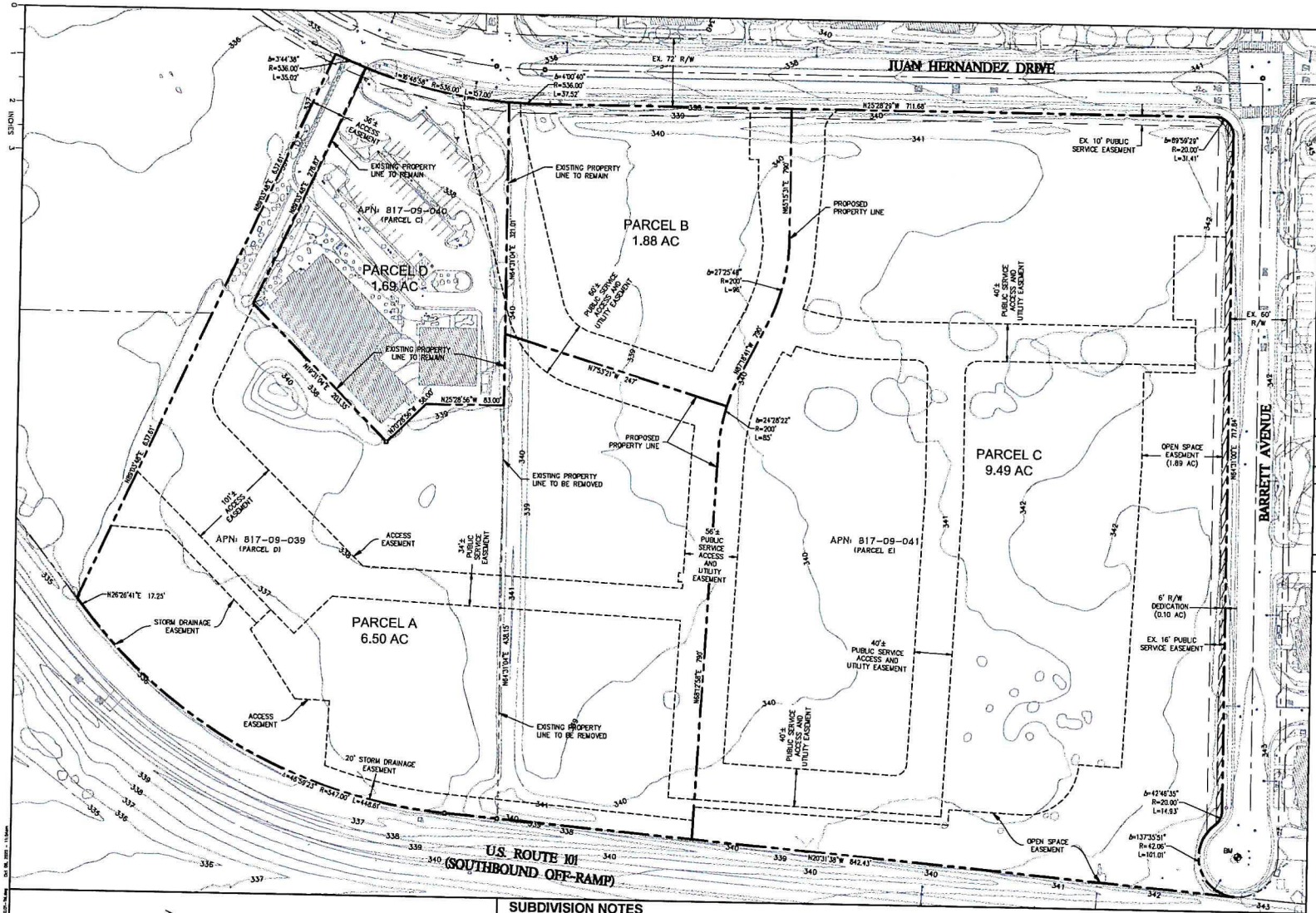
1. Location. BMR units shall be distributed evenly throughout the project.
2. Lot Size. Lot size shall be at least the same size as the smallest lot of a market rate unit within the project;
3. Bedroom Count. Average bedroom count shall be the same as the average bedroom count in the market rate units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

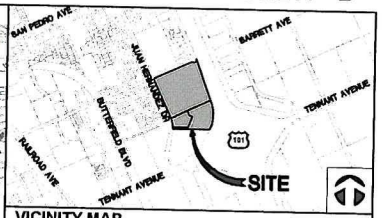
as entry level but generally not the lowest level of product offered for that application. All products shall offer durability, reliability and maintain a quality appearance and function that is standard to most other median priced homes in the area. The below listed items must be installed as a basic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

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

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

# EXHIBIT "B"




## VICINITY MAP

SCALE: 1" = 1000'

## ABBREVIATIONS/LEGEND

- 340 — GROUND CONTOUR
- PROPOSED PROPERTY LINE
- EXISTING PROPERTY LINE TO BE REMOVED
- ADJACENT PROPERTY LINE
- CENTERLINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- TREE DRIP LINE
- BM — BENCHMARK
- SURVEY MONUMENT
- RIGHT OF WAY DEDICATION

## LEGAL DESCRIPTION

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

## BENCHMARK

LOCAL BENCHMARK TAKEN AS 2-INCH BRASS DISC. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). ELEVATIONS WERE DETERMINED THROUGH STATIC GPS OBSERVATIONS AND THE USE OF THE NATIONAL GEODETIC SURVEY'S ONLINE POSITIONING USER SERVICE (OPUS). A NAVD88 ELEVATION OF 343.77 FEET FOR THE BRASS DISC WAS ESTABLISHED FOR THE LOCAL SITE BENCHMARK DESIGNATED POINT NUMBER 600, SHOWN HEREON.

## PROJECT TEAM

**OWNER/APPLICANT**
LILLIAN COMMONS, LLC
782 SLEEPER AVENUE
MOUNTAIN VIEW, CA 94040
(605) 575-9608

**CIVIL ENGINEER**
WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940
RICHARD WEBER, RCE 55219
(831) 649-5225

**PLANNER**
EMC PLANNING GROUP, INC.
301 LIGHTHOUSE AVENUE
SUITE C
MONTEREY, CA 93940
MICHAEL GROVES
(831) 649-1799

**ARCHITECT**
EVOCO ARCHITECTURE
160 SOUTH LINDEN AVENUE
SUITE 210
SOUTH SAN FRANCISCO, CA 94080
DEEPAK PATANKAR
(415) 312-0454

**LANDSCAPE ARCHITECT**
W JEFFREY HEID LANSCAPE ARCHITECT
8179 ONEIDA DRIVE
SAN JOSE, CA 95123
JEFFREY HEID
(408) 691-5207

LICENSED LAND SURVEYOR
RICHARD P. WEBER
No. 8002
STATE OF CALIFORNIA

# TENTATIVE PARCEL MAP
# 0 JUAN HERNANDEZ DRIVE

PROPOSED SUBDIVISION OF
**PARCELS C, D, AND E AS SHOWN ON BOOK 513 OF MAPS ON PAGE 16**
CITY OF MORGAN HILL, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA

Whitson ENGINEERS
Civil Engineering
Land Surveying
6 Harris Court
Monterey, California
831.649.5225
whitsonengineers.com

ORIGINAL: SEPTEMBER 25, 2020
REVISED: OCTOBER 6, 2020
PROJECT No. 2690.01

## SUBDIVISION NOTES

PROPERTY DATA

| | |
|---|---|
| ASSESSORS PARCEL NO.: | 817-09-039<br>817-09-040<br>817-09-041 |
| LOCATION OF PROPERTY: | 0 JUAN HERNANDEZ DRIVE |
| EXISTING LAND USE: | COMMERCIAL |
| PROPOSED LAND USE: | MIXED USE-FLEX (MU-F) |
| EXISTING AND PROPOSED ZONING: | SERVICE COMMERCIAL (CS) WITH A PLANNED DEVELOPMENT (PD) OVERLAY |

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

| ON-SITE UTILITIES: | |
|---|---|
| STORM DRAINAGE | PRIVATE |
| SANITARY SEWER | PRIVATE |
| WATER | CITY OF MORGAN HILL |
| GAS & ELECTRIC | PACIFIC GAS & ELECTRIC |
| TELEPHONE | VERIZON |

NOTES:

1. SUBDIVIDER SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF MORGAN HILL CODE OF ORDINANCES CHAPTER 17.32 IN REGARDS TO SUBDIVISION IMPROVEMENTS.
2. LOT DIMENSIONS AND EASEMENT LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL ENGINEERING DESIGN.
3. THE PROJECT WILL BE PHASED.

## PARCEL SUMMARY

| DESCRIPTION | AREA (AC) |
|---|---|
| PARCEL A | 6.50 |
| PARCEL B | 1.88 |
| PARCEL C | 9.49 |
| PARCEL D | 1.69 |
| R/W DEDICATION | 0.10 |
| TOTAL | 19.67 |

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**ORDINANCE NO. 2318, New Series**

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

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

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

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

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

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

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

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

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

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

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

The development will allow a mix of compatible uses, including a residential component to provide sustainability to the remainder of the uses, and a retail and medical office/hospital component to provide work opportunities to the neighborhood and community.

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

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

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

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

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

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

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

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The project is compatible with the surrounding single-family residential uses and Barrett Elementary School and will not have a substantial adverse effect with Conditions of Approval and Mitigation Measures included. The open space and residential uses will provide a suitable buffer between the adjacent single-family residences and school.

**SECTION 10.** The request was considered by the Planning Commission at its regular meeting of September 29,2020 and October 13, 2020, at which time the Planning Commission recommended approval of Zoning Amendment application, ZA2019-0016: Juan Hernandez – MH Medical Properties (Lillian Commons) and the Planned Development Master Plan as described in the attached Exhibit "A" dated October 30, 2019, and revised on March 13, 2020, and further revised by applicant on October 6, 2020, and by this reference incorporated herein. The City Council accepts the recommendation of the Planning Commission.

**THE FOREGOING ORDINANCE WAS INTRODUCED AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE 4th DAY OF NOVEMBER 2020, AND WAS FINALLY ADOPTED AT A MEETING OF THE CITY COUNCIL HELD ON THE 18th DAY OF NOVEMBER 2020, AND SAID ORDINANCE WAS DULY PASSED AND ADOPTED IN ACCORDANCE WITH LAW BY THE FOLLOWING VOTE:**

| | | |
|---|---|---|
| **AYES:** | **COUNCIL MEMBERS:** | **Larry Carr, Rene Spring, John McKay Yvonne Martinez Beltran, Rich Constantine** |
| **NOES:** | **COUNCIL MEMBERS:** | **None** |
| **ABSTAIN:** | **COUNCIL MEMBERS:** | **None** |
| **ABSENT:** | **COUNCIL MEMBERS:** | **None** |

**APPROVED:**

DocuSigned by:
Rich Constantine
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**RICH CONSTANTINE, Mayor**

**ATTEST:**

DocuSigned by:
Irma Torez
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**IRMA TOREZ, City Clerk**

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## 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. 2318, New Series, adopted by the City Council of the City of Morgan Hill, California at their regular meeting held on the 18th day of November 2020.

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

DATE: 12/1/2020

DocuSigned by:

**IRMA TORREZ**, City Clerk

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**EXHIBIT A**

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

# Lillian Commons/Morgan Hill Medical Campus
# A Mixed Use Development

Lillian Commons, LLC-Applicant

**Introduced November 4, 2020**

**Prepared by**

**EMC Planning Group**

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

# Lillian Commons/ Morgan Hill Medical Campus
# A Mixed Use Development

**Prepared for**

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**Prepared by**

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March 13, 2020

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# 1.0 INTRODUCTION

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

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

The PD Master Plan presents the following required information:

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

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

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

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# 2.0
# PLANNING OBJECTIVES

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

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

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# 3.0 COMMUNITY BENEFITS AND GENERAL PLAN AMENDMENT JUSTIFICATION

## 3.1 Planned Development Community Benefits

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

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

## 3.2 General Plan Amendment Justification

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

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

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

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

## *Best Interest of the Community*

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

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

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

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## *Public Need*

*Is there currently a public need for this amendment?*

The Commercial uses outlined in the 2035 General Plan, though appropriate for this property, do not include the "third leg" which provides a sustainable living solution for commercial and institutional employees. Housing, and especially affordable housing, are a critical public need throughout the State, and especially in the Bay Area. Apartments[1] are an affordable housing option for service workers and would provide employees the opportunity to eliminate their commute to work. The one and two bedroom apartments[2], with 15 percent affordable, would allow younger adults, families, and seniors to live and work in a sustainable manner. Additionally the proposed amendment to the 2035 General Plan for this property would go a long way toward meeting several General Plan policies, as listed below, and addressed in Section 7.0, 2035 General Plan Consistency.

> **Housing- Policy HE-4u: Mix of Housing Near Services.** Encourage a mix of housing types in each neighborhood located convenient to shopping, services, recreation, and transit routes.
>
> **Healthy Community- Policy HC-3.8 Private Open Space.** Encourage new development to permit public access to private open space and parks where feasible and appropriate.
>
> **City & Neighborhood Form- Policy CNF-13.1 Mixed Use Flex Development.** Encourage a mix of uses, either vertically or horizontally, to allow residents and employees to meet daily needs without the use of the private automobile.

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

[1] All references to apartments instead refer to townhomes and single-family detached dwellings as revised by the new site plan revised on October 6, 2020.
[2] All references to apartments instead refer to townhomes and single-family detached dwellings as revised by the new site plan revised on October 6, 2020.

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# 4.0 PROPERTY AND DEVELOPMENT DESCRIPTIONS

## 4.1 Property Description

### Location

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

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

### Property Characteristics

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

### Existing Land Use Designation and Zoning

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

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## Property Data

### *Project Location*

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

### *Street Address*

0 and 16130 Juan Hernandez Drive, Morgan Hill, CA

### *Existing Assessor's Parcel Numbers*

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

### *Acreage*

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

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

### *Zoning*

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

### *General Plan Designation*

Mixed Use Flex (amended from Commercial)

# 4.2 PD Master Plan Description

## General Plan Amendment

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

## Zoning Map Amendment

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

## Parcel Map

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

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

## Development

Development anticipated within the PD Master Plan would be in the range of 350,000 – 417,696 square feet of residential, commercial, office, and/or institutional uses, including up to 150 multi-family dwelling units. All land uses permitted in the PD Master Plan are presented in Section 5.0.

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

- 4,500 square foot urgent care/pharmacy facility on the existing medical site;
- 10,000 square foot medical office as cancer center;
- 100,000 square foot medical office and hospital with a parking deck (multi-story with 54,000 square-foot footprint);
- 10,000 square foot commercial retail/restaurant building; and
- 150-unit multifamily residential development.

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

### *Parcel A*

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

### *Parcel B*

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

### *Parcel C*

Parcel C will be developed with 150 multifamily residential units. Additional vehicle parking will be available through a shared parking agreement with the developer of Parcel A.. Parcel C may also be developed with Single Family attached and detached for-sale dwelling units or other medical office uses.

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### *Parcel D*

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

## *Parkland/Open Space*

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

## *Site Access/Circulation*

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

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

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

## *Parking*

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

## *Signage and Lighting*

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

## *Storm Water Infrastructure*

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

## *Other Utilities*

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

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### *Phasing*

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

### *Conceptual Development Plans*

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

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

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

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

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

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

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

## Conceptual Site Development Data

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

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feet of commercial, office, and/or institutional floor space and a maximum of 150 multi-family or single family dwelling units. It is expected the conceptual Site Plan will be modified prior to Design Review. Modification will be kept to a limit acceptable to not trigger additional CEQA impacts or mitigation measures. If the conceptual Site Plan changes exceed this limit, additional CEQA documentation may be necessary.

### *Medical Office/Cancer Center*

**Building Coverage**: 10,000 square feet

**Floor Area**: 10,000 square feet

**Building Height**: One story (25-foot maximum)

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

### *Medical / Hospital*

**Building Coverage**: 33,333 square feet

**Floor Area**: 100,000 square feet

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

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

### *Decked Parking*

**Building Coverage**: 54,000 square feet

**Building Height**: Three story (32-foot)

### *Retail / Restaurant*

**Building Coverage**: 10,000 square feet

**Floor Area**: 10,000 square feet

**Building Height**: One story (25-foot)

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

### *Multi-Family Housing*

**Building Coverage**: 51,750 square feet (apartments and clubhouse/leasing office)[3]

**Floor Area**: 175,500 square feet – apartments; 3,000 square feet – club house[4]

**Building Height**: Varies by building: Three story (35-foot maximum)

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[3] All references to apartments instead refer to townhomes and single-family detached dwellings as revised by the new site plan revised on October 6, 2020.
[4] All references to apartments instead refer to townhomes and single-family detached dwellings as revised by the new site plan revised on October 6, 2020.

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**Dwelling Units**: 150 Units

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

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

### *Urgent Care and Pharmacy*

**Building Coverage**: 4,500 square feet

**Floor Area**: 4,500 square feet

**Building Height**: One story (25-foot)

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

### *Existing Medical Buildings*

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

**Floor Area**: 15,900 square feet

**Building Height**: One story

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

### *Park*

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

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

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

### *Total Building Coverage*

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

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

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

### *Floor Area Ratio (FAR)*

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

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

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

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### *Total Square Feet*

**(Within buildings/carports on conceptual Site Plan)**

**Retail/Restaurant**: 10,000 square feet

**Medical Offices (4)**: 30,400 square feet

**Medical/Hospital**: 100,000 square feet

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

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

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

### *Total Parking*

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

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

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

**ADA Parking**: 28 spaces

**Electric Vehicle (EV)**: 23 spaces

## 4.3 Implementing Approvals

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

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

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

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

## 4.4 Conditions Prior to Residential Construction

Prior to the issuance of building permits for residential construction on Parcel C, the Development Services Director shall confirm that Developer Lillian Commons L.L.C. has satisfied of the following criteria:

(1) Obtained building permits for and commenced construction of:
a. expansion of the parking lot on Parcel D from 45 spots to at least 60 spots, in order to support medical campus needs; and

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b. Street A or B (as designated on the Conceptual Site Plan), with utility infrastructure suitable for a medical campus or hospital.

-or-

(2) Developer and healthcare provider have filed application with OSHPD, paid application fee and submitted construction documents and specifications to a warm shell standard.

## 4.5 Ownership and Ongoing Obligations

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

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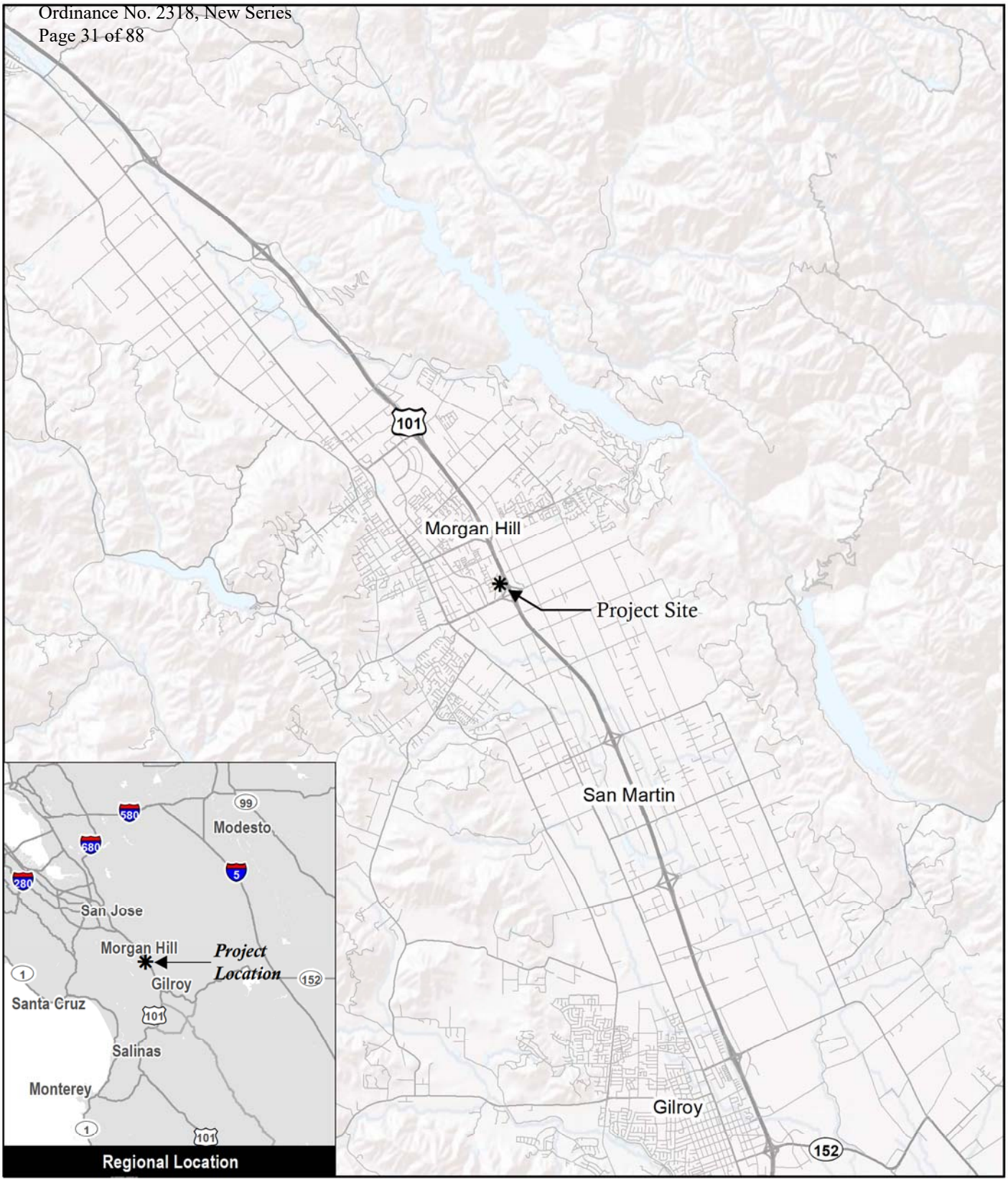
Park land will be set aside within an easement upon filing of the final parcel map(s). Infrastructure will be constructed by future developers. Dedication and long-term maintenance financing of circulation, water, wastewater, and storm water infrastructure will be determined when development applications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

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

## 4.6 Maps and Diagrams

Maps and Diagrams are presented on the following pages.




0 2 miles

Source: ESRI 2019

Figure 1
Regional Location Map
Lillian Commons/Morgan Hill Medical Campus

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0 300 feet

Subject Property

Morgan Hill City Limits

Source: ESRI 2019, Santa Clara County GIS 2018

Figure 2

# Vicinity Map

Lillian Commons/Morgan Hill Medical Campus

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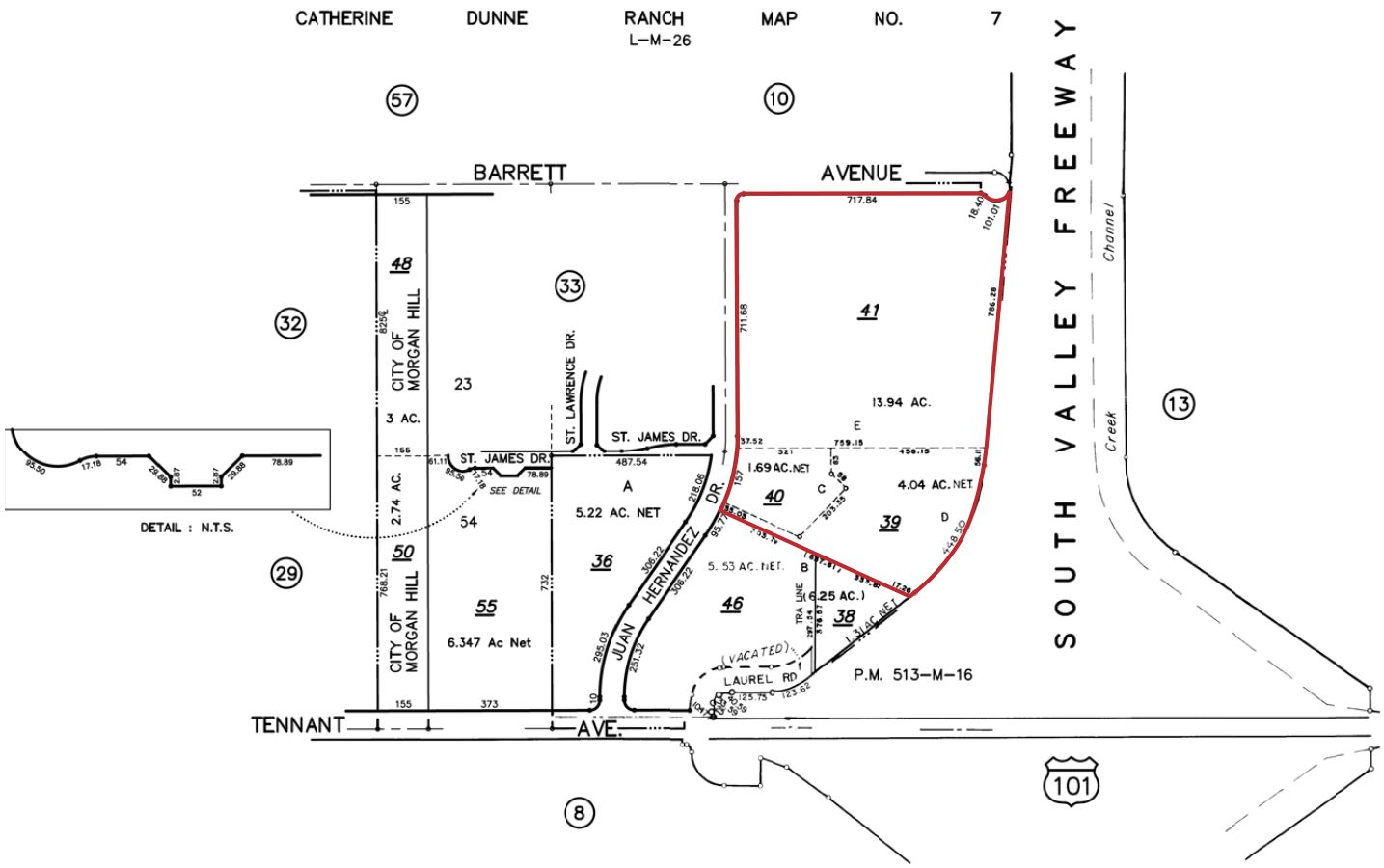


0 575 feet

Subject Property

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

Figure 3
# Assessor's Parcel Map

Lillian Commons/Morgan Hill Medical Campus

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## SURVEY NOTES

1. THIS MAP REPRESENTS A FIELD TOPOGRAPHIC SURVEY COMPLETED BY WHITSON ENGINEERS ON SEPTEMBER 26, 2019. MAPPING SCALE IS 20' PER INCH WITH CONTOURS AT ONE FOOT INTERVALS.
2. THIS MAP PORTRAYS THE SITE AT THE TIME OF THE SURVEY AND DOES NOT SHOW SOILS OR GEOLOGY INFORMATION, UNDERGROUND CONDITIONS, EASEMENTS, ZONING OR REGULATORY INFORMATION OR ANY OTHER ITEMS NOT SPECIFICALLY REQUESTED BY THE CLIENT.
3. BOUNDARY LOCATIONS SHOWN HEREON WERE DETERMINED WITH THE BENEFIT OF A FIELD SURVEY SUPPLEMENTED BY RECORD DATA. ALL BOUNDARY SHOWN IS FROM RECORD DATA. THIS TOPOGRAPHY DOES NOT CONSTITUTE A BOUNDARY SURVEY. THERE MAY BE EASEMENTS OR OTHER RIGHTS, RECORDED OR UNRECORDED, AFFECTING THE SUBJECT PROPERTY WHICH ARE NOT SHOWN HEREON.
4. DISTANCES AND DIMENSIONS SHOWN ARE EXPRESSED IN FEET AND DECIMALS THEREOF, UNLESS OTHERWISE NOTED.
5. LOCATING OF UNDERGROUND UTILITIES WAS NOT WITHIN THE SCOPE OF THE TOPOGRAPHIC SURVEY. WITH THE EXCEPTION OF OBSERVED FACILITIES, SIZE AND LOCATION OF UNDERGROUND UTILITIES ARE SHOWN BASED ON AS-BUILT DOCUMENTS PROVIDED BY THE CITY OF MORGAN HILL.

## BENCHMARK

LOCAL BENCHMARK TAKEN AS 2-INCH BRASS DISC. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). ELEVATIONS WERE DETERMINED THROUGH STATIC GPS OBSERVATIONS AND THE USE OF THE NATIONAL GEODETIC SURVEY'S ONLINE POSITIONING USER SERVICE (OPUS). A NAVD88 ELEVATION OF 343.77 FEET FOR THE BRASS DISC WAS ESTABLISHED FOR THE LOCAL SITE BENCHMARK DESIGNATED POINT NUMBER 600, SHOWN HEREON.

## LEGEND

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- CENTERLINE
- SANITARY SEWER LINE
- WATER LINE
- STORM DRAIN
- EXISTING CONTOUR
- UTILITY MANHOLE
- STORM DRAIN CATCH BASIN
- FIRE HYDRANT
- WATER VALVE
- SURVEY MONUMENT (FOUND)

## ABBREVIATIONS

| | |
|---|---|
| AC | ACRE |
| BW | BACK OF WALK |
| CB | CATCH BASIN |
| CH-LNK | CHAIN LINK |
| CONC | CONCRETE |
| EP | EDGE OF PAVEMENT |
| FL | FLOWLINE |
| GR | GRATE |
| HP | HIGH POINT |
| INV | INVERT |
| JP | JOINT POLE |
| LP | LOW POINT |
| MH | MANHOLE |
| OH | OVERHEAD |
| PL | PROPERTY LINE |
| SD | STORM DRAIN |
| SS | SANITARY SEWER |
| TC | TOP OF CURB |
| TS | TRAFFIC SIGNAL |
| WV | WATER VALVE |
| WM | WATER METER |
| x271.19 | EXISTING SPOT ELEVATION |

## PROJECT TEAM

### CIVIL ENGINEER / SURVEYOR

WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940

(831) 649-5225

### ARCHITECT

EVOCO ARCHITECTURE
160 SOUTH LINDEN AVENUE, SUITE 210
SOUTH SAN FRANCISCO, CA 94080

(415) 312-0454

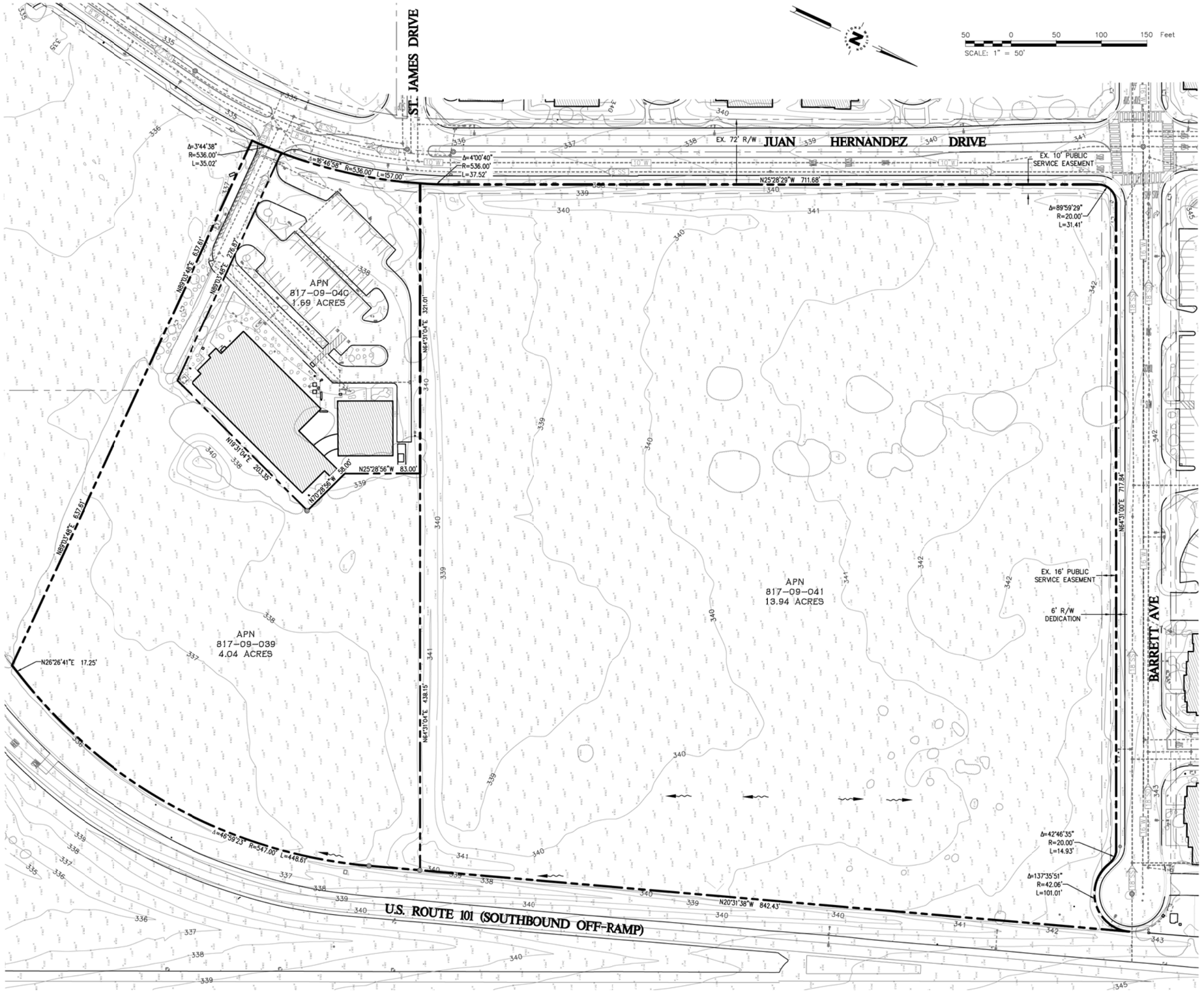
### LANDSCAPE ARCHITECT

W. JEFFREY HEID LANDSCAPE ARCHITECT
6179 ONEIDA DRIVE
SAN JOSE, CA 95123

(408) 691-5207

## SHEET INDEX

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




Civil Engineering
Land Surveying
6 Harris Court
Monterey, California
831-649-5225
whitsonengineers.com
Whitson ENGINEERS

NOT VALID WITHOUT SIGNATURE

SUBMITTAL / REVISION

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

Morgan Hill, California

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

EXISTING CONDITIONS MAP

| | |
|---|---|
| SCALE: | 1"=50' |
| DRAWN: | GK |
| JOB No.: | 2690.01 |
| SHEET | C1.0 |

NOT FOR CONSTRUCTION

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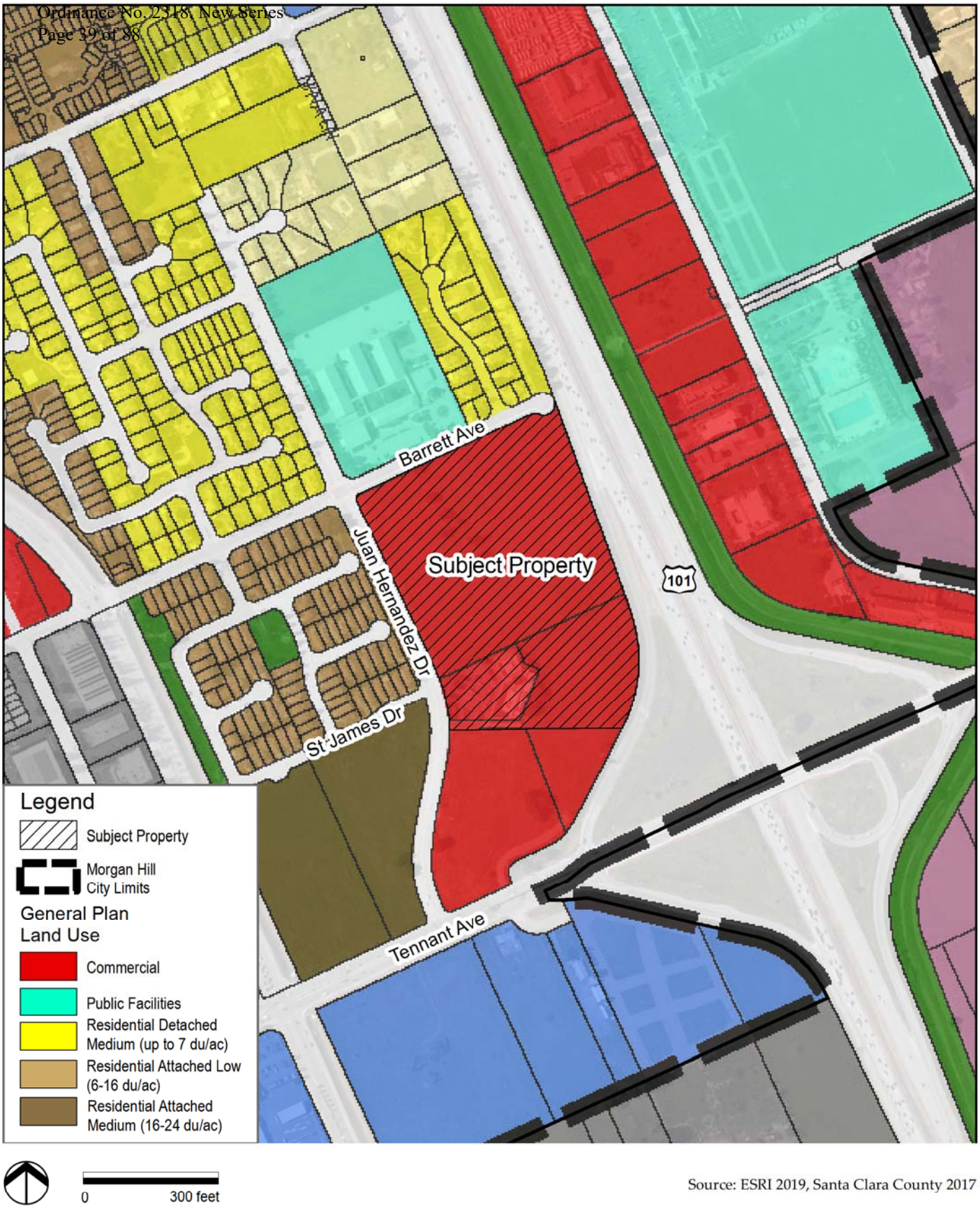


Source: ESRI 2019, Santa Clara County 2017

Figure 5

# Existing City General Plan Land Use Map

Lillian Commons/Morgan Hill Medical Campus

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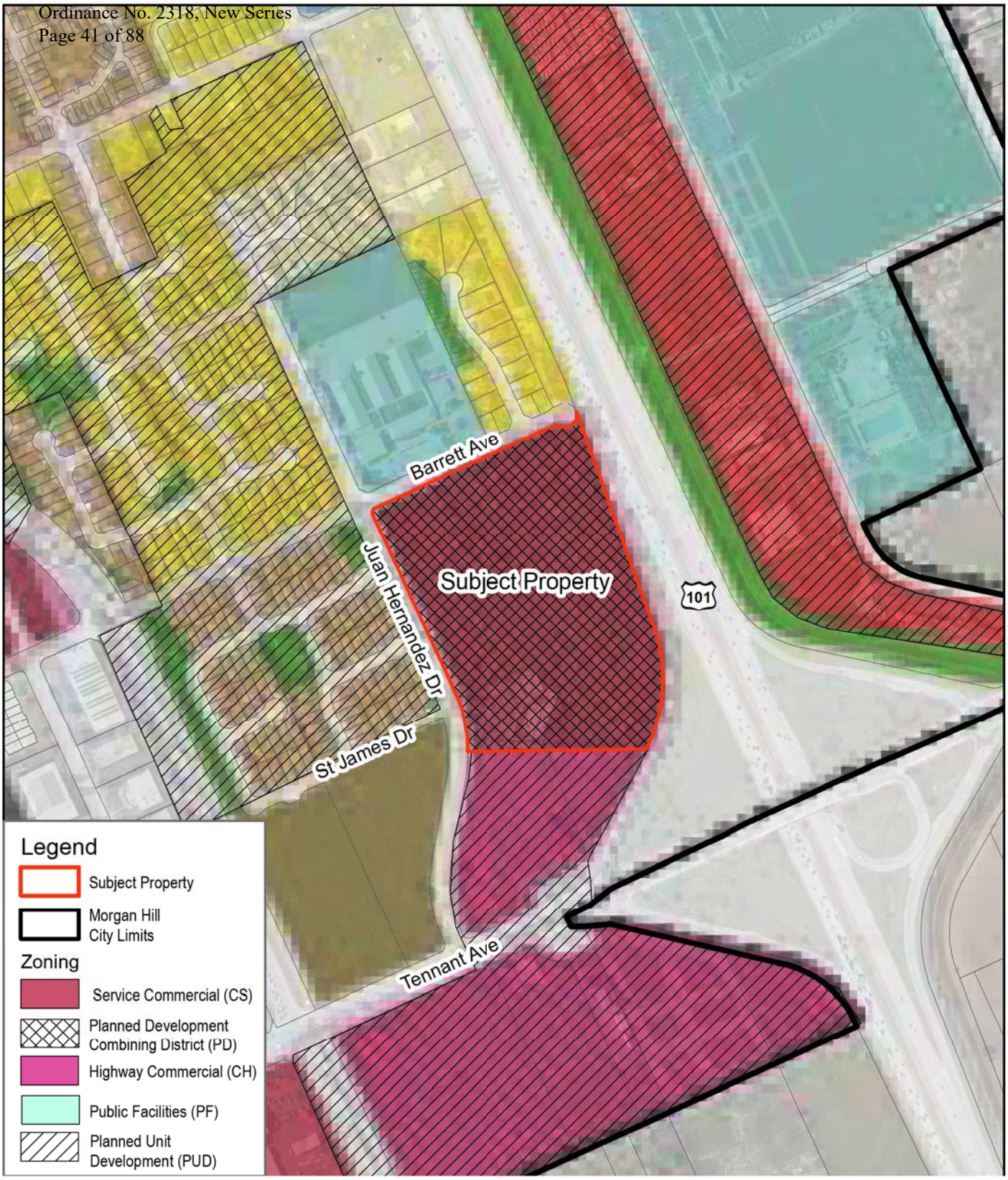


0 300 feet

Source: ESRI 2019, Santa Clara County 2017

Figure 6

## Existing City Zoning Map

Lillian Commons/Morgan Hill Medical Campus

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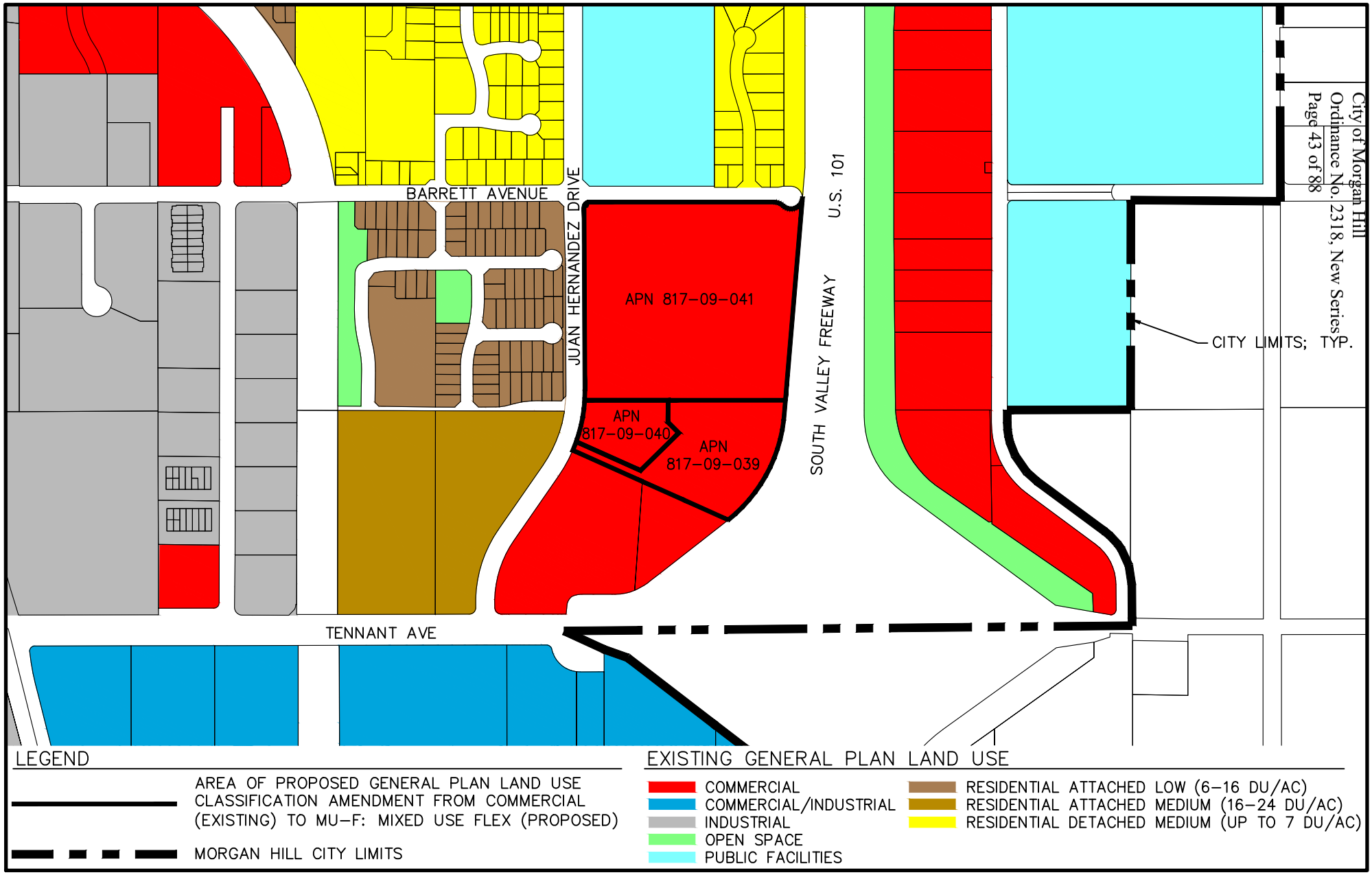


PREPARED BY:
WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940
(831) 649-5225

OCTOBER 17, 2019

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

0' 500' 1000'
1" = 500'

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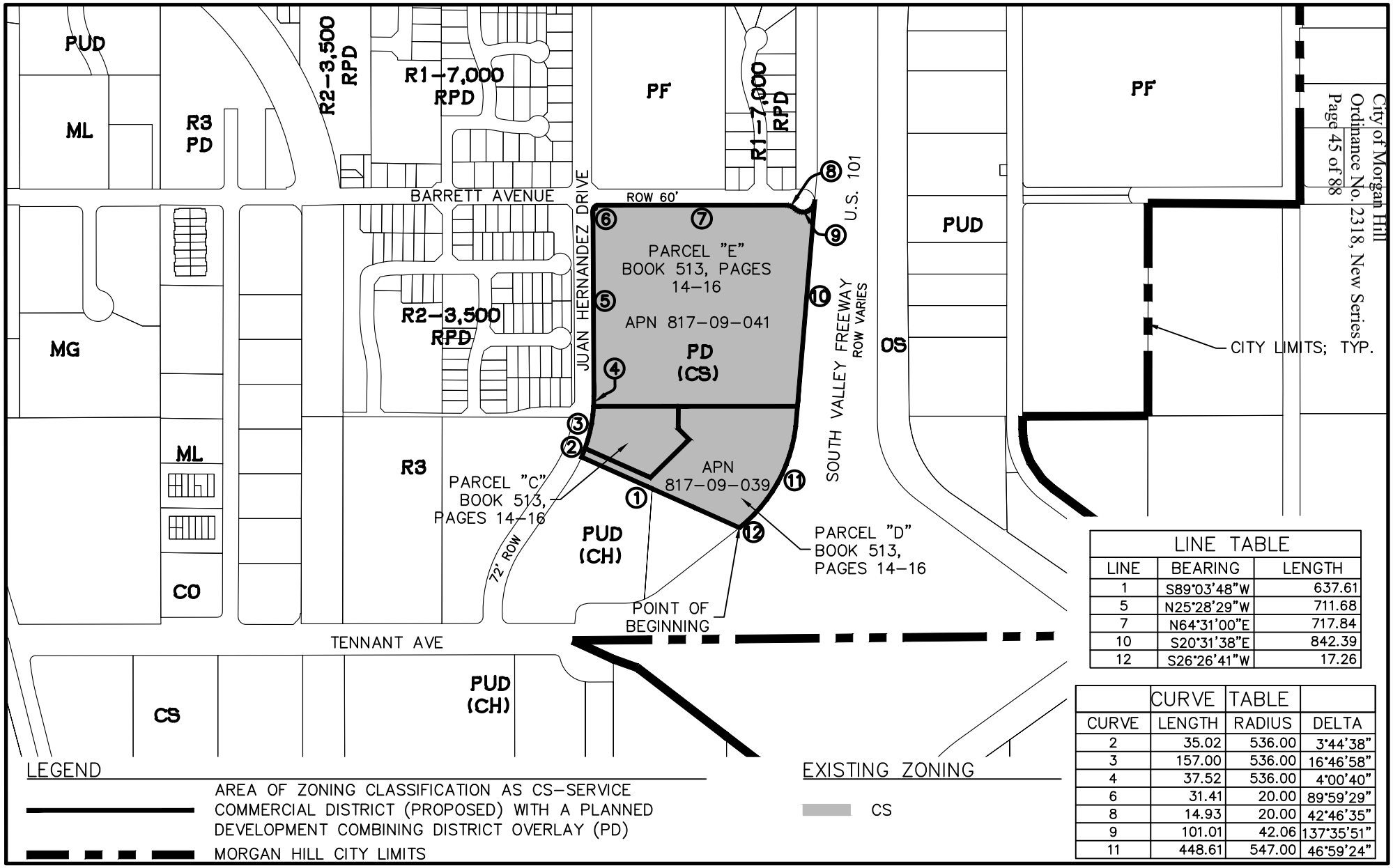


| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | LENGTH |
| 1 | S89°03'48"W | 637.61 |
| 5 | N25°28'29"W | 711.68 |
| 7 | N64°31'00"E | 717.84 |
| 10 | S20°31'38"E | 842.39 |
| 12 | S26°26'41"W | 17.26 |

| CURVE TABLE | | | |
|---|---|---|---|
| CURVE | LENGTH | RADIUS | DELTA |
| 2 | 35.02 | 536.00 | 3°44'38" |
| 3 | 157.00 | 536.00 | 16°46'58" |
| 4 | 37.52 | 536.00 | 4°00'40" |
| 6 | 31.41 | 20.00 | 89°59'29" |
| 8 | 14.93 | 20.00 | 42°46'35" |
| 9 | 101.01 | 42.06 | 137°35'51" |
| 11 | 448.61 | 547.00 | 46°59'24" |

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

0' 500' 1000'
1" = 500'

PREPARED BY:
WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940
(831) 649-5225

OCTOBER 17, 2019

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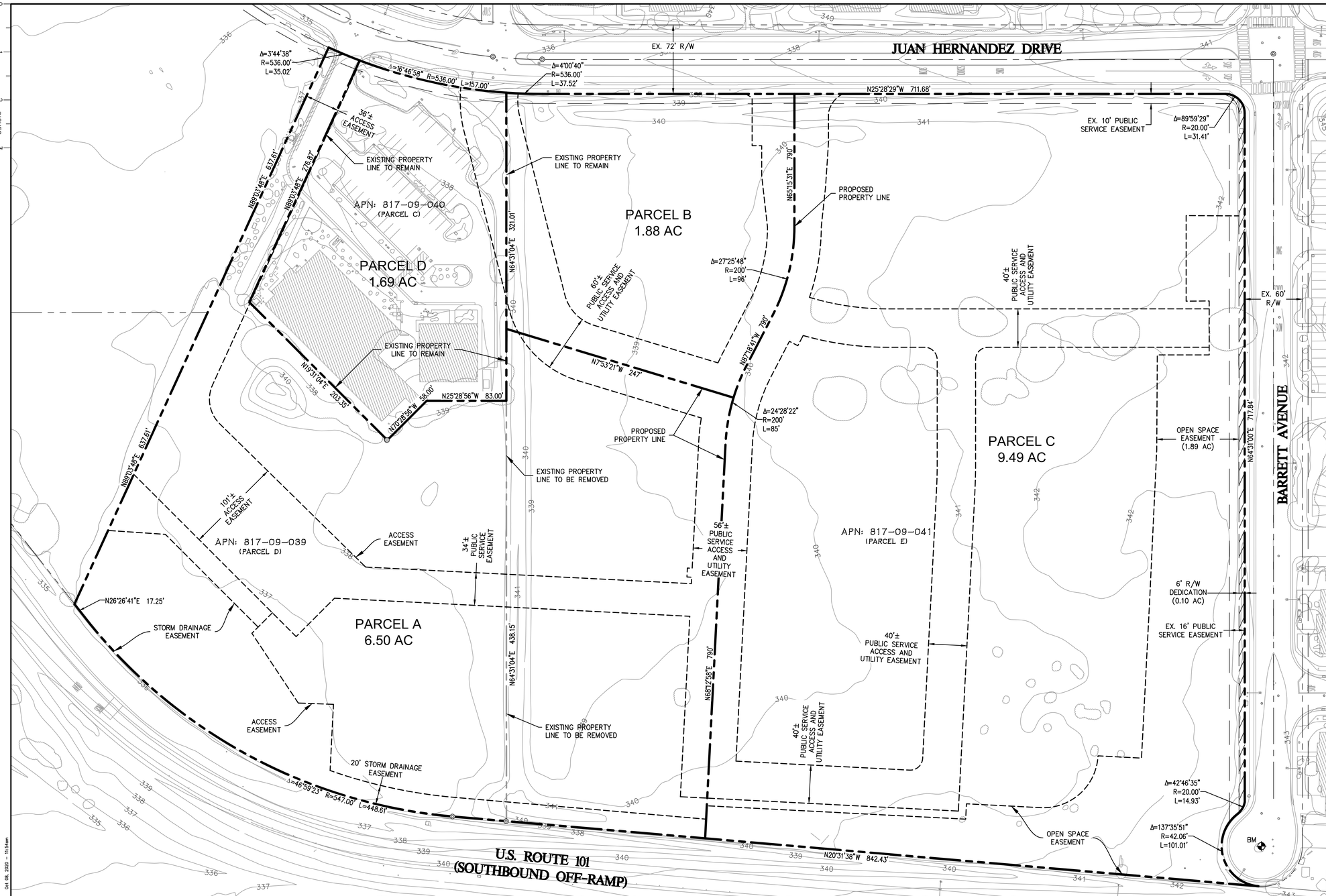


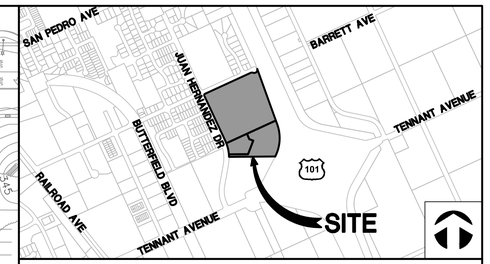


## VICINITY MAP

SCALE: 1" = 1000'

## ABBREVIATIONS/LEGEND

| | |
|---|---|
| 340 | GROUND CONTOUR |
| | PROPOSED PROPERTY LINE |
| | EXISTING PROPERTY LINE TO BE REMOVED |
| | ADJACENT PROPERTY LINE |
| | CENTERLINE |
| | EXISTING EASEMENT |
| | PROPOSED EASEMENT |
| | TREE DRIP LINE |
| BM | BENCHMARK |
| | SURVEY MONUMENT |
| | RIGHT OF WAY DEDICATION |

## LEGAL DESCRIPTION

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

## BENCHMARK

LOCAL BENCHMARK TAKEN AS 2-INCH BRASS DISC. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). ELEVATIONS WERE DETERMINED THROUGH STATIC GPS OBSERVATIONS AND THE USE OF THE NATIONAL GEODETIC SURVEY'S ONLINE POSITIONING USER SERVICE (OPUS). A NAVD88 ELEVATION OF 343.77 FEET FOR THE BRASS DISC WAS ESTABLISHED FOR THE LOCAL SITE BENCHMARK DESIGNATED POINT NUMBER 600, SHOWN HEREON.

## PROJECT TEAM

### OWNER/APPLICANT

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

(605) 575-9608

### CIVIL ENGINEER

WHITSON ENGINEERS
6 HARRIS COURT
MONTEREY, CA 93940

RICHARD WEBER, RCE 55219
(831) 649-5225

### PLANNER

EMC PLANNING GROUP, INC.
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SUITE C
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### ARCHITECT

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DEEPAK PATANKAR
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### LANDSCAPE ARCHITECT

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SAN JOSE, CA 95123

JEFFREY HEID
(408) 691-5207

LICENSED LAND SURVEYOR
RICHARD P. WEBER
No. 8002
STATE OF CALIFORNIA

# TENTATIVE PARCEL MAP
# 0 JUAN HERNANDEZ DRIVE

**PROPOSED SUBDIVISION OF**

**PARCELS C, D, AND E AS SHOWN ON BOOK 513 OF MAPS ON PAGE 16**

CITY OF MORGAN HILL, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA

Whitson ENGINEERS
Civil Engineering
Land Surveying
6 Harris Court
Monterey, California
831.649.5225
whitsonengineers.com

**ORIGINAL: SEPTEMBER 25, 2020**
**REVISED: OCTOBER 6, 2020** **PROJECT No. 2690.01**

50 0 50 100 150 Feet
SCALE: 1" = 50'

## SUBDIVISION NOTES

PROPERTY DATA

| | |
|---|---|
| ASSESSORS PARCEL NO.: | 817-09-039<br>817-09-040<br>817-09-041 |
| LOCATION OF PROPERTY: | 0 JUAN HERNANDEZ DRIVE |
| EXISTING LAND USE: | COMMERCIAL |
| PROPOSED LAND USE: | MIXED USE-FLEX (MU-F) |
| EXISTING AND PROPOSED ZONING: | SERVICE COMMERCIAL (CS) WITH A PLANNED DEVELOPMENT (PD) OVERLAY |

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

| ON-SITE UTILITIES: | |
|---|---|
| STORM DRAINAGE | PRIVATE |
| SANITARY SEWER | PRIVATE |
| WATER | CITY OF MORGAN HILL |
| GAS & ELECTRIC | PACIFIC GAS & ELECTRIC |
| TELEPHONE | VERIZON |

NOTES:

1. SUBDIVIDER SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF MORGAN HILL CODE OF ORDINANCES CHAPTER 17.32 IN REGARDS TO SUBDIVISION IMPROVEMENTS.
2. LOT DIMENSIONS AND EASEMENT LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL ENGINEERING DESIGN.
3. THE PROJECT WILL BE PHASED.

PARCEL SUMMARY

| DESCRIPTION | AREA (AC) |
|---|---|
| PARCEL A | 6.50 |
| PARCEL B | 1.88 |
| PARCEL C | 9.49 |
| PARCEL D | 1.69 |
| R/W DEDICATION | 0.10 |
| TOTAL | 19.67 |

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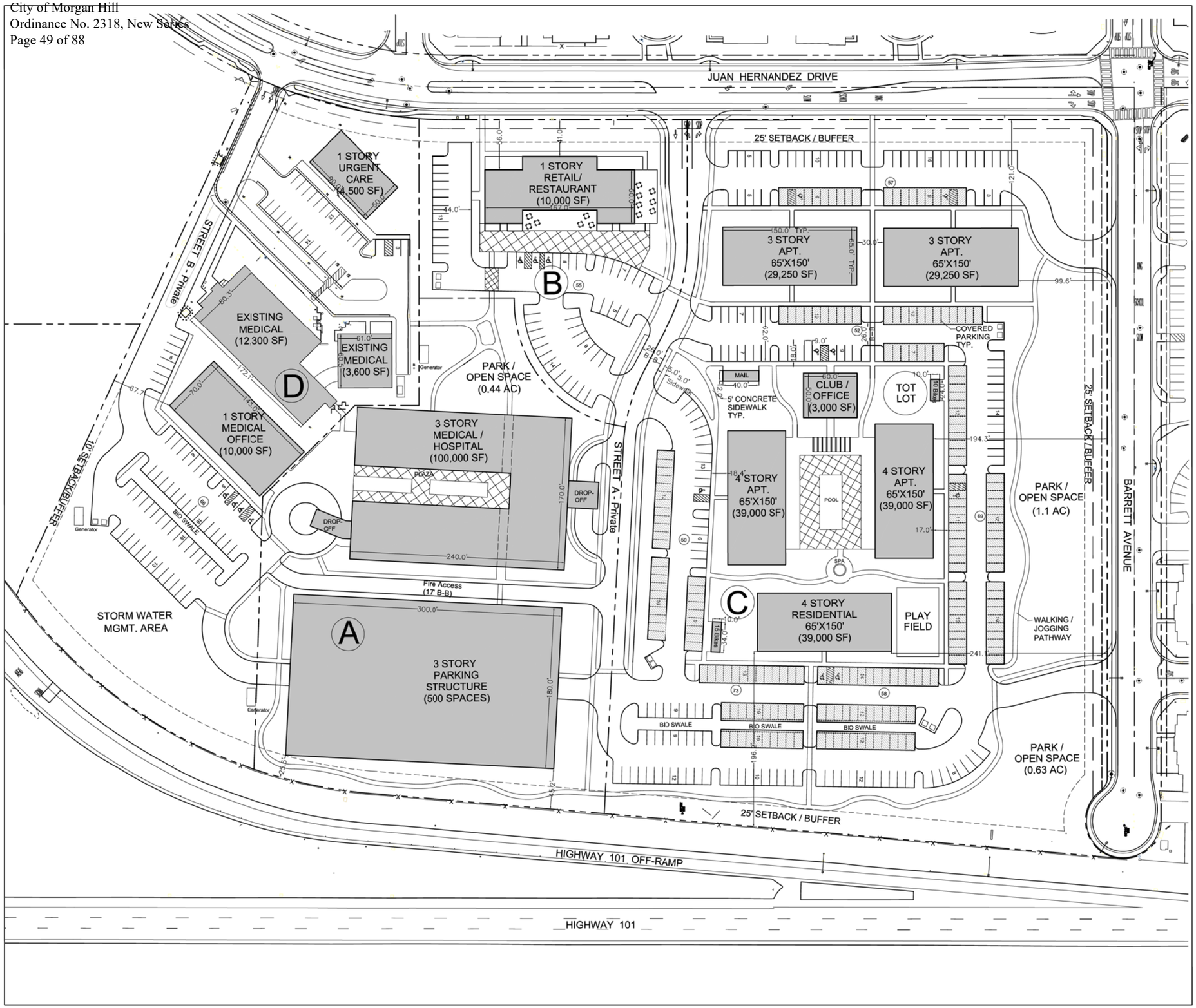


# Lillian Commons / Morgan Hill Medical Campus

SITE DATA:

APN: 817-09-039, 040 and 041

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

Structure Size:

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

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

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

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

Right-of-way Dedication - 0.10 AC

Zoning: Service Commercial - CS w/ PD Overlay

Existing General Plan Designation: Commercial

Proposed General Plan Amendment: Mixed Use Flex

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

Required: Medical Office / Hospital @ 1/200 = 652 spaces
Proposed: Medical Office / Hospital @ 1/219 = 596 spaces
Required: Retail/Restaurant @ 1/250 and 1/100 = 70 spaces
(Assumes 5,000 Retail and 5,000 Restaurant)
Proposed: Retail/Restaurant 55 spaces
Required: Apartments @ 1.5/1 bdrm and 2.0/2 bdrm = 375 spaces
Guest Parking at 1/3 DU = 68 spaces Total = 443 (203 covered)
Proposed: Apartments 359 spaces

*Shared parking proposed per Municipal Code Section 18.72.050

Lot Coverage:

Building = 212,319 SF (25% NLA)
Parking/Driveways = 227,804 SF
Landscape/Storm Water Mgmt. = 335,045 SF
Hardscape = 81,614 SF

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

LEGEND:

Site Boundary (Whitson Engineering)
Structures on Site
Parking Carports

0 50' 100'

Figure 10
SITE PLAN

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

October 30, 2019

E M C

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

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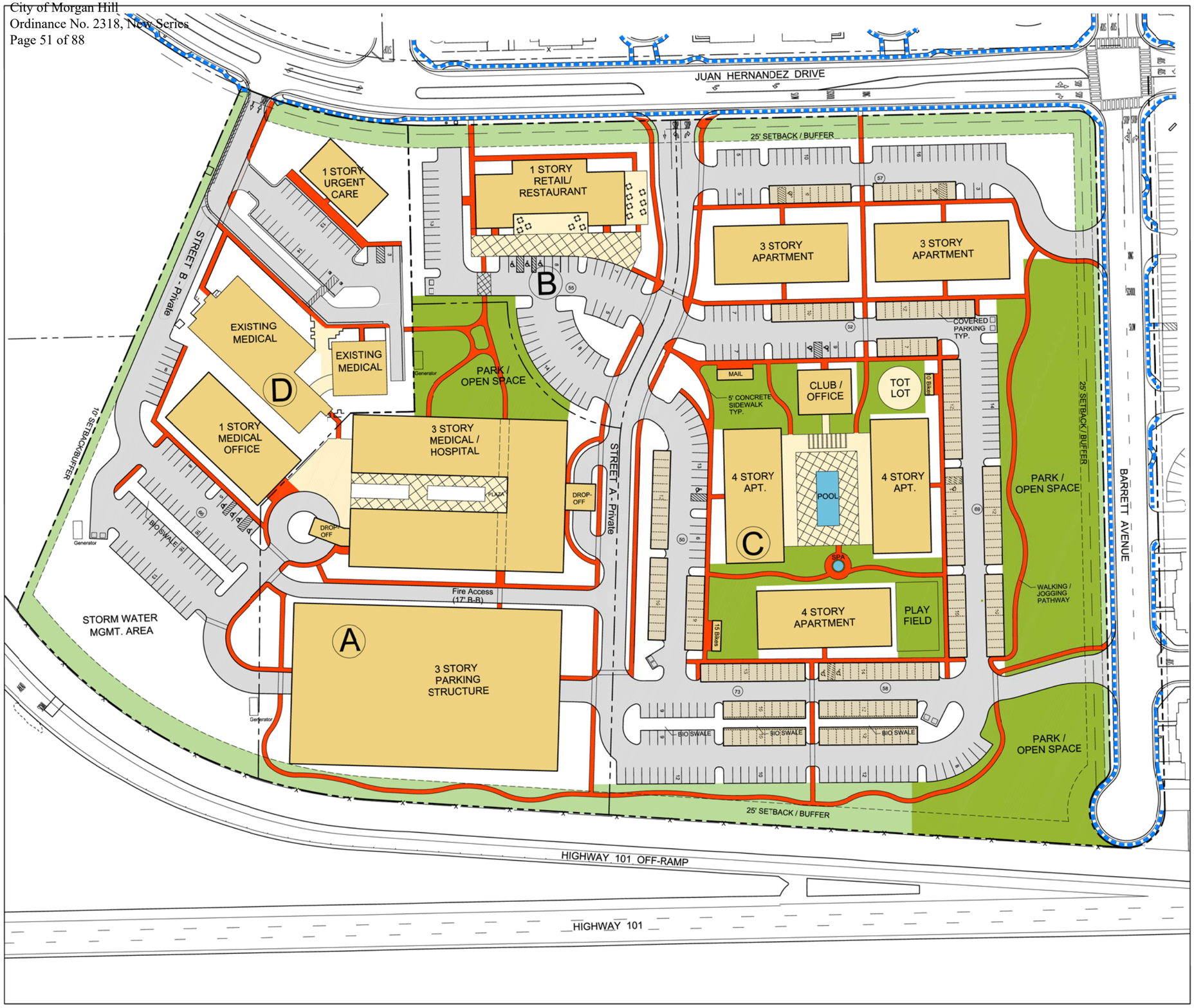


# Lillian Commons / Morgan Hill Medical Campus

LEGEND

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

0 50' 100'

Figure 11

PEDESTRIAN CIRCULATION / OPEN SPACE PLAN

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

October 30, 2019

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

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# Lillian Commons / Morgan Hill Medical Campus

## SITE DATA:

APN: 817-09-039, 040 and 041

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

Parcel A - Proposed MedicalOffice / Hospital - 6.50 AC
100,000 - 130,00 SF, 566 Pkg. Spaces

Parcel B - Proposed Commercial/Restaurant - 1.88 AC
10,000 SF, 50 Pkg. Spaces

Parcel C - Proposed Residential - 9.49 AC
150 Dwelling Units Maximum
1.98 AC Park/Recreation
School Drop-off/Pick-up Lot

Parcel D - Proposed Urgent Care/ Existing Medical - 1.69 AC
15,900 SF Ex. Medical
4,500 SF Proposed Urgent Care
31 Pkg. Spaces

Right-of-way Dedication - 0.10 AC

Zoning: Service Commercial - CS w/ PD Overlay

Existing General Plan Designation: Commercial

Proposed General Plan Amendment: Mixed Use Flex

Parking: Total Required 790 spaces/ Provided 895 spaces*

Required: Medical Office / Hospital @ 1/200 & other = 452 spaces
Proposed: Medical Office / Hospital @ 1/200 & other = 597 spaces
Required: Retail/Restaurant @ 1/250 and 1/100 = 70 spaces
(Assumes 5,000 Retail and 5,000 Restaurant)
Proposed: Retail/Restaurant 50 spaces
Required: SF Residential (2 covered per DU + guest pkg.) 268 spaces
Proposed: SF Residential (2 covered per DU + guest pkg.) 268 spaces

*Shared parking proposed between Parcels per Municipal Code Section 18.72.050

Floor Area Ratio: 417,696 SF (0.5% max.)

LEGEND:

- Buildings
- Park / Recreation
- Buffers / Open Space
- Sidewalks/Pathways
- Landscaping (See Landscape Plan for Details)

0 50' 100'

Figure 12

## ILLUTRATIVE SITE PLAN

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

October 30, 2019
Revised October 6, 2020

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

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# Lillian Commons / Morgan Hill Medical Campus

SITE DATA:

APN: 817-09-039, 040 and 041

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

Mix Use Parcels:

- Medical Campus - 8.19 AC, 42% of GLA
- Commercial - 1.88 AC, 10% of GLA
- Residential - 7.51 AC, 38% of GLA
- Park - 1.98 AC, 10% of GLA
- Right-of-way Dedication - 0.10 AC

## LAND USE BUBBLE DIAGRAM

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

October 6, 2020

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

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PROJECT DATA

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

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

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

5. **OFF-SITE UTILITIES:**

| | |
|---|---|
| STORM DRAINAGE | CITY OF MORGAN HILL |
| SANITARY SEWER | CITY OF MORGAN HILL |
| WATER/FIRE | CITY OF MORGAN HILL |
| GAS & ELECTRIC | PACIFIC GAS & ELECTRIC |
| TELEPHONE | VERIZON |

**ON-SITE UTILITIES:**

| | |
|---|---|
| STORM DRAINAGE | PRIVATE |
| SANITARY SEWER | PRIVATE |
| WATER/FIRE | PRIVATE |
| GAS & ELECTRIC | PACIFIC GAS & ELECTRIC |
| TELEPHONE | VERIZON |

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

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

8. **PARCEL AREAS:**

| | | |
|---|---|---|
| PARCEL A | 4.17 | AC |
| PARCEL B | 1.78 | AC |
| PARCEL C | 9.49 | AC |
| PARCEL D | 4.13 | AC |
| R/W DEDICATION | 0.10 | AC |
| TOTAL AREA: | 19.67 | AC |

9. **BUILDING SETBACKS:**

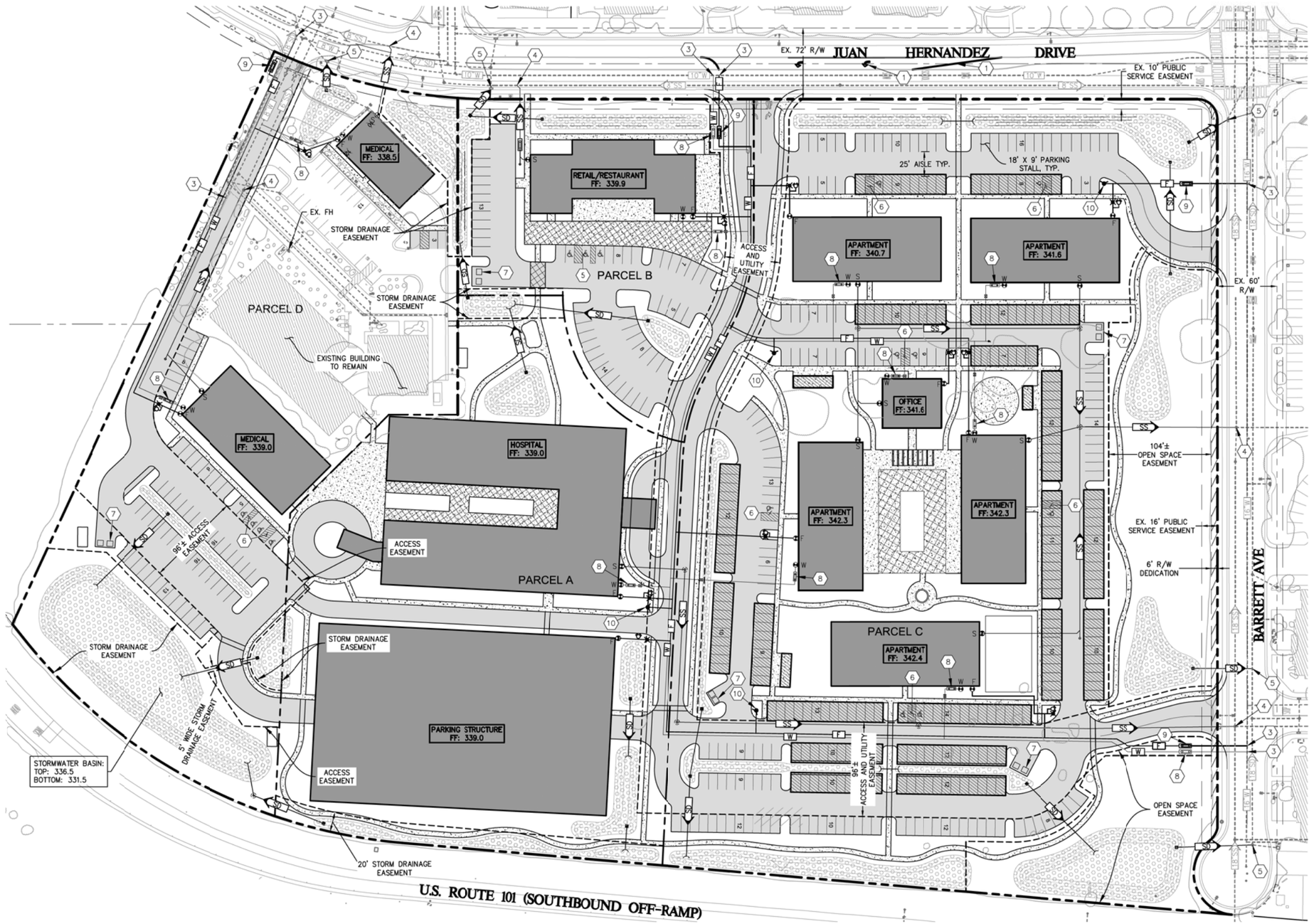
| | |
|---|---|
| FRONT | 25' |
| REAR | 0' |
| SIDE | 0' |
| STREET | 15' |

## CONSTRUCTION KEYNOTES:

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

## CONSTRUCTION PLAN LEGEND

- CONSTRUCTION KEYNOTE
- ASPHALT PAVING
- PROPOSED BUILDING
- CONCRETE WALKS AND FLATWORK
- STORMWATER BIORETENTION OR BIOSWALE
- PROPOSED CARPORT/SHADE STRUCTURE
- RIGHT OF WAY DEDICATION
- PROPERTY LINE (EXISTING)
- PROPOSED PROPERTY LINE
- SEWER BUILDING POINT OF CONNECTION
- WATER BUILDING POINT OF CONNECTION
- FIRE BUILDING POINT OF CONNECTION
- FIRE DEPARTMENT CONNECTION AND POST INDICATOR VALVE
- UTILITY MANHOLE
- CLEANOUT




Know what's below. Call before you dig.

Civil Engineering
Land Surveying
6 Harris Court
Monterey, California
831-649-5225
whitsonengineers.com
Whitson ENGINEERS

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SUBMITTAL / REVISION

LILLIAN COMMONS / MORGAN HILL
MEDICAL CAMPUS - A MIXED USE DEVELOPMENT
Morgan Hill, California
APN 817-09-039, -040, -041

CONCEPTUAL SITE AND UTILITY PLAN

| | |
|---|---|
| SCALE: | 1"=50' |
| DRAWN: | GK |
| JOB No.: | 2690.01 |
| SHEET | C2.0 |

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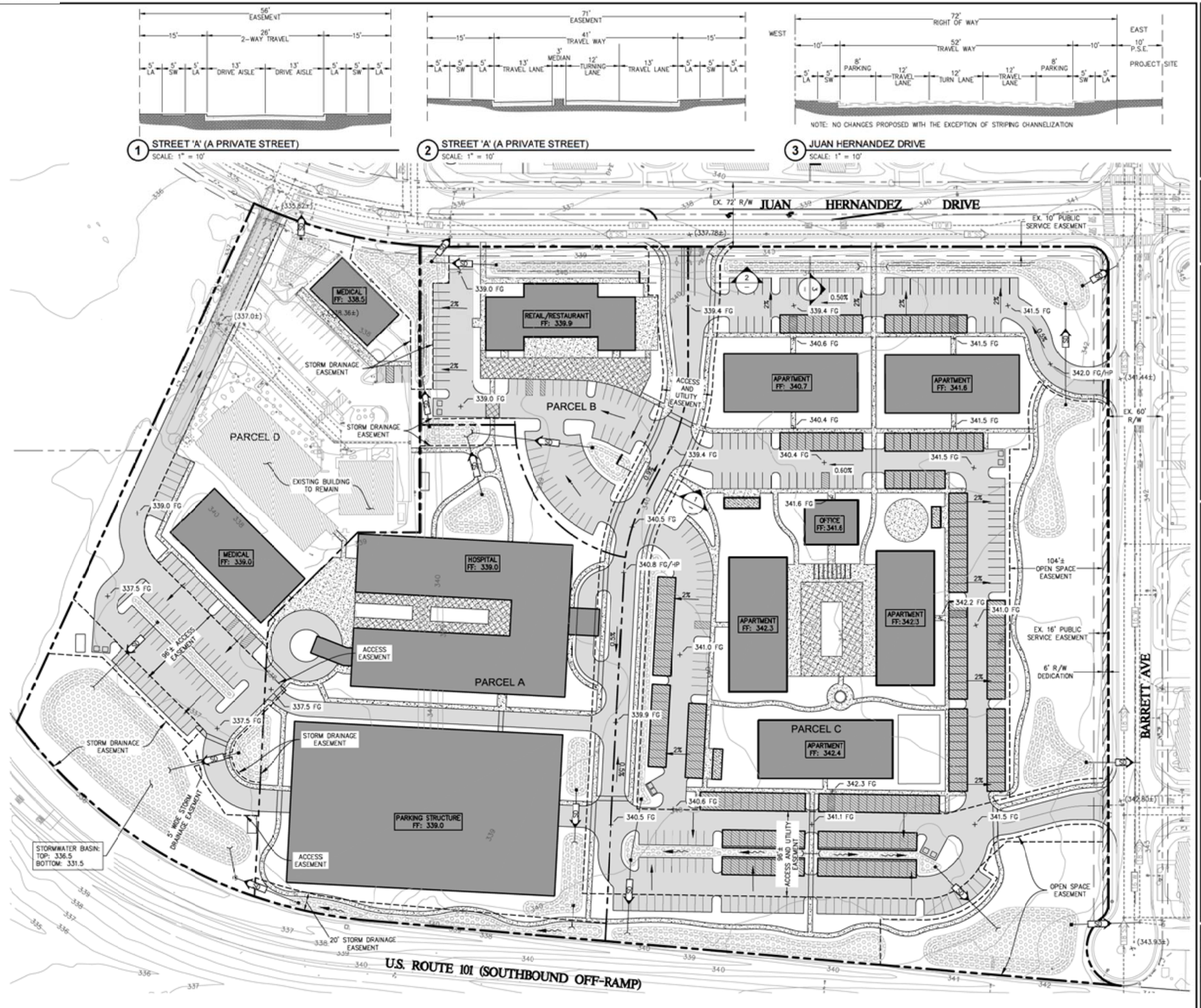
PROJECT DATA

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




Civil Engineering
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Whitson ENGINEERS

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SUBMITTAL / REVISION

LILLIAN COMMONS / MORGAN HILL
MEDICAL CAMPUS - A MIXED USE DEVELOPMENT
Morgan Hill, California
APN 817-09-039, -040, -041

CONCEPTUAL GRADING PLAN

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

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3 RETAIL/ RESTAURANT

1 HOSPITAL

Figure 15

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

415.312.0454

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

REVISIONS
DATE/DESC.

# LILLIAN COMMONS/ MORGAN HILL MEDICAL CAMPUS

0 AND 16130 JUAN HERNANDEZ DRIVE
MORGAN HILL, CA 95037

SEAL:

LICENSED ARCHITECT
QUEZADA TATIANA
C-30110
11-30-19
RENEWAL DATE
STATE OF CALIFORNIA

TITLE:
EXTERIOR BUILDING VIEWS- 2

DATE: OCTOBER 22, 2019
SCALE: AS NOTED
JOB #: 19150
DRAWN BY : DP

A-8.2

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# 5.0 LAND USES

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

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

**Table 1-1 Parcel C PD Master Plan Allowed and Conditional Uses**

| Use | Planned Development (PD) |
|---|---|
| **Hospitals** | **P** |
| Medical Offices and Clinics | P |
| **Mixed Use Residential** | **P** |

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**Table 1-2 Parcels A, B, and D PD Master Plan Allowed and Conditional Uses***

| Use | Planned Development (PD) |
|---|---|
| Banks and Financial Institutions | P |
| Business Support Services | P |
| **College and Trade Schools** | **C** |
| Convenience Market | C |
| Commercial Recreation, Indoor <15,000 square feet | P |
| **Community Assembly** | **C** |
| Cultural Institutions | P |
| Day Care Center | C |
| Drive-Through and Drive-in Facilities | C |

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| Use | Planned Development (PD) |
|---|---|
| **Emergency Shelters** | **C** |
| **Farmers Markets** | **C** |
| General Retail | P |
| **Hospitals** | **P** |
| Hotel and Motels | C |
| Instructional Services | P |
| Medical Offices and Clinics | P |
| **Parking Lots and Structures** | **P** |
| **Parks and Recreational Facilities** | **P** |
| Personal Services | P |
| Professional Offices | P |
| **Residential Care Facilities** | **C** |
| **Residential Care Facilities, Small** | **C** |
| Restaurant- Fast Food, Sit Down | C |
| **School, Public and Private** | **C** |
| Social Services | C |
| Accessory Uses | (per Section 18.44) |
| Temporary Uses | (per Section 18.92.150) |

- **Non-medical uses must be in conjunction with a Hospital or other medical uses.**

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# 6.0 DEVELOPMENT STANDARDS

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

**Table 2 PD Master Plan Development Standards**

| Development Aspect | Parameter |
|---|---|
| Minimum Lot Size | 10,000 square feet |
| Minimum Lot Dimensions | 100-foot width; 100-foot depth |
| Maximum building coverage | 50% |
| Minimum setbacks<br>(front, rear, side, street) [1] | 25, **0**, 0, 15 feet (respectively) |
| Maximum height<br>(exceptions 18.56.020) | Residential/Office – **3 stories or 35 feet**<br>**Hospital – 4 stories or 55 feet** |
| Floor Area Ratio | **0.5 w/ Mixed Use Flex (MU-F)** |
| Signs | Per Section 18.88 |
| Lighting | Per Section 18.72.060.G |
| Landscaping | Per Section 18.64 |
| On-Site Parking<br>Retail<br>Restaurant (sit down)<br>Medical Office<br>Residential (multi-family)<br><br>Guest Parking<br>Electrical Vehicle Parking<br><br>Non-Residential Bicycle Parking<br>Residential Bicycle Parking | Per Section 18.72 [2]<br>1 space per 250 square feet of net floor area<br>1 space per 100 square feet of net floor area<br>1 space per 200 square feet of net floor area<br>1 bedroom unit – 1 covered<br>**2** bedroom unit – 1 covered and 1 uncovered per unit<br>1 per 3 units **(shared with Medical Office use)**<br>1 per 25 to 49 automobile spaces, 2 per 50 to 100 automobile spaces, plus 1 per 50 ratio over 100 automobile spaces<br>10% of automobile spaces; long term (enclosed): 5% of automobile spaces<br>10% of automobile spaces; long-term (enclosed), 1 per 5 units |

NOTE:

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

[2] Unless otherwise modified in this table.

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## PD Master Plan Development Standards for Single Family Residential

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

NOTE:

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

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

[3] Unless otherwise modified in this table.

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

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# 7.0 CONSISTENCY WITH 2035 GENERAL PLAN

## 7.1 General Plan Land Use Designations

**2035 General Plan- Commercial.** The Commercial designation is primarily located along arterial roadways west of US Highway 101 and along the eastern freeway frontage. This designation is intended to allow a wide range of retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as part of shopping centers. The largest concentrations of this designation are found along Monterey Road and at the freeway interchanges, where retail stores are emphasized. The Service Commercial overlay along Monterey Road, north of Wright Avenue, allows auto-related uses, except for sales. The Commercial designation allows a maximum FAR of 0.6 and Mixed Use Flex designation allows a maximum FAR of 0.5

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

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

Because the PD Master Plan includes a mix of uses on the property including retail, medical office, medical hospital, multi-family apartments[5], and a park element as part of the Planned Development Combining District, Mixed Use in addition to Commercial 2035 General Plan goals and policies have been analyzed.

[5] All references to apartments instead refer to townhomes and single-family detached dwellings as revised by the new site plan revised on October 6, 2020.

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## 7.2 General Plan Goals and Policies

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

### City and Neighborhood Form

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

| General Plan City and Neighborhood Form Goals and Policies | Consistency Analysis |
|---|---|
| **Residential Neighborhoods-GOAL CNF-10** A variety of housing types and densities available to all residents. | **Consistent:** The PD Master Plan allows for a variety of housing types. The conceptual Site Plan shows multifamily residential which will provide the community with new housing types including one and two bedroom apartments.[6] |
| **Policy CNF-10.3** Adequate Supply of Multi-Family Housing. Provide for an adequate supply of multi-family housing, located convenient to shopping, services, and transportation routes. | The PD Master Plan will assist the City in achieving an adequate housing supply as the PD Master Plan allows for 150 residential units. The conceptual Site Plan provides for a mix of residential, commercial, and medical uses that will allow for the placement of housing convenient to the shops, services, and offices, and adjacent to major transportation routes. |
| **Policy CNF-10.6** Density Near Infrastructure. Encourage higher residential densities at locations where convenient access and adequate infrastructure is readily available. | **Consistent:** The property is adjacent to Juan Hernandez Road and Barrett Avenue in an area with existing utilities. A survey was completed by Whitson Engineers that determined there was adequate infrastructure available around the project site to support the uses identified in the PD Master Plan. |
| **New Subdivisions-GOAL CNF-11** High quality, aesthetically pleasing, livable, sustainable, well-planned residential neighborhoods, well-connected to neighborhood services. | **Consistent:** The PD Master Plan's conceptual Site Plan provides a well-planned, aesthetically pleasing, livable, sustainable and well-connected residential neighborhood with integrated commercial/retail and medical offices. |

[6] All references to apartments instead refer to townhomes and single-family detached dwellings as revised by the new site plan revised on October 6, 2020.

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| | |
|---|---|
| **Policy CNF-11.5** Outside Connections. Require new subdivisions to provide multiple connections to the surrounding community. Methods to achieve this may include:<br>▪ Providing multiple points of entry into the project for motorists, bicyclists and pedestrians.<br>▪ Extending the existing street pattern at the edges of the subdivision into the site. Extended streets should match the type and scale of streets to which they connect.<br>▪ Installing landscaping and street improvements at the edge of subdivisions that appear as common amenities shared with adjacent neighborhoods. | **Consistent:** As shown in the PD Master Plan conceptual Site Plan, development within the property will be designed to be compatible with the surrounding neighborhood. Multiple points of pedestrian ingress/egress are provided along Barrett Avenue and Juan Hernandez Drive, with connections to existing sidewalks. Two points of ingress/egress for vehicles and bicycles are provided along Barrett Avenue, and two along Juan Hernandez Drive. A private drive is provided along the southern portion of the property that could provide connectively to the adjacent vacant parcel to the south when it is developed in the future. The conceptual Site Plan provides for connectivity to this adjacent vacant parcel to facilitate connectivity in anticipation of its eventual development. Residential and open space/park uses will be adjacent to existing residential uses and |

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

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

## Housing

**Table 4 General Plan 2035 - Housing Goals and Policies**

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

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## Economic Development

**Table 5 General Plan 2035 - Economic Development Goals and Policies**

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

## Healthy Community

**Table 6 General Plan 2035 - Healthy Community Goals and Policies**

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

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

## Transportation

**Table 7 General Plan 2035- Transportation Goals and Policies**

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

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

## Natural Resources and Environment

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

| General Plan Natural Resources and Environment Goals and Policies | Consistency Analysis |
|---|---|
| Water Quality and Conservation - GOAL NRE-7 Conservation of water resources.<br><br>**Policy NRE-7.1** Water Standards for Private Development. Promote water conservation and efficient water use in all private development projects. Require development to exceed State standards for the use of water. | **Consistent:** Water saving measures will be implemented on the development project in the way of "green" design features. Very low flow toilets, efficient landscaping, and water capture and reuse will be used to conserve water. |

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

## Safety, Services, and Infrastructure

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

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

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

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# 8.0 PD MASTER PLAN AND ZONING FINDINGS

## 8.1 PD Master Plan Findings

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

### *General Plan and Zoning Consistency*

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

**Finding**

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

### *Superior to Development Under Existing Zoning*

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

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**Finding**

The PD Master Plan allows a mix of compatible uses, including a much-needed residential component to provide sustainability to the remainder of the uses, and a retail and medical office / hospital component to provide work opportunities to the neighborhood and community. The urgent care/ pharmacy would provide a convenient location for the surrounding neighborhood and patrons to the school to utilize the services it will provide. The affordable multi-family residential uses will allow tenants to age in place, and will provide a near-by down-sizing option for empty nesters in the adjacent single family houses. The passive park with a walking/jogging trail system, located along Barrett Avenue and US Highway 101, will allow for enjoyment by the retail and medical office employees and visitors, as well as by the apartment residents[7] and residents of the surrounding neighborhood. The high-density residential use will allow elementary school-aged children to walk to Barrett Elementary School. The retail area will provide convenience services to both the medical/office uses and residents.

## *Substantial Public Benefit*

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

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

*a.* ***Housing that is affordable to lower-income households****.*

***b. Public plazas, courtyards, open space, and other public gathering places that provide opportunities for people to informally meet and gather.***

***c. New or improved pedestrian and bicycle pathways that enhance circulation within the property and connectivity to the surrounding neighborhood.***

***d. Green building and sustainable development features that substantially exceed the city's minimum requirements.***

*e. Preservation, restoration, or rehabilitation of a historic resource.*

*f. Increased transportation options for residents and visitors to walk, bike, and take public transit to destinations and reduce greenhouse gas emissions.*

***g. Publicly accessible parks and open space beyond the minimum required by the city or other public agency.***

[7] All references to apartments instead refer to townhomes and single-family detached dwellings as revised by the new site plan revised on October 6, 2020.

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*h. Habitat restoration and or protection of natural resources beyond the minimum required by the city or other public agency.*

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**Finding**

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

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

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

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

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

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

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

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

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

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

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

## *Community Benefits from the Project*

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

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

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

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

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

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

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

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

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

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

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

## *Adequate Property Size*

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

**Finding**

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

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

## *Adequate Infrastructure*

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

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**Finding**

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

### *Compatible with Surroundings*

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

**Finding**

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

### *Zoning Map Findings*

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

**Finding**

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

## 8.2 Zoning Amendment Findings

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

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

## *General Plan Consistency*

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

**Finding**

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

## *Public Interest, Health, Safety, Convenience, Welfare*

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

**Finding**

The multi-family residential uses would be beneficial to the public interest, health, safety, convenience, and welfare of the city. The multi-family residential uses would provide more opportunities for residents to work near the medical offices, retail uses, and medical/hospital facility on the property, all of which provide job opportunities for the onsite and surrounding residential uses. The residential uses, including 15 percent affordable units, would also allow seniors the opportunity to age in place, consistent with 2025 General Plan policy. Providing residential uses in close proximity to the commercial and office uses would also reduce the greenhouse gas emissions if the residents were employees or were patrons of the proposed uses, and would enable school-aged children to walk to school. The multi-family residential housing added on this property, when capped at 150 units, would not create an overload on the local street system. Additionally, where the housing is positioned on the property allows for a step down from the existing residential and public facility use to the denser office and commercial uses. The hospital use would also be beneficial to the public interest, health, safety, convenience, and welfare of the city. The hospital would provide much needed medical service to the community and a variety of job opportunities.

## *Internal Consistency*

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

**Finding**

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

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## *Physically Suitable Site*

*C. Additional Finding for Zoning Map Amendments. The affected site is physically suitable in terms of design, location, shape, size, and other characteristics to ensure that the permitted land uses and development will comply with the zoning code and general plan and contribute to the health, safety, and welfare of the property, surrounding properties, and the community at large.*

**Finding**

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

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# 9.0
# LEGAL DESCRIPTIONS

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

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

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

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

1) South 89°03' 48" West, 637.61', thence

2) Along a non-tangent circular curve, concave west, the center of which bears South 89°03' 47" West, with a radius 536.00', through a central angle 3° 44' 38", an arc length of 35.02 feet; thence

3) North 89° 03' 48" East, 276.87 feet; thence

4) North 19° 31' 04" East, 203.35 feet; thence

5) North 70° 28' 56" West, 58.00 feet; thence

6) North 25° 28' 56" West, 83.00 feet; thence

7) South 64° 31' 04" West, 321.00 feet; thence

8) Along a non-tangent circular curve, concave southwest, the center of which bears South 68° 32' 11" West, with a radius 536.00', through a central angle 4° 00' 40", and arc length of 37.52 feet; thence

9) North 25° 28' 29" West, 711.68 feet; thence

10) Along a tangent circular curve, concave east, with a radius 20.00 feet, through a central angle 89° 59' 29", and arc length of 31.41 feet; thence

11) North 64° 31' 00" East, 717.84 feet; thence

12) Along a non-tangent circular curve, concave south, the center of which bears South 15° 32' 49" East, with a radius 20.00 feet, through a central angle 42° 46' 35", an arc length 14.93 feet; thence

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13) Along a tangent reverse circular curve, concave northwest, with a radius 42.06 feet, through a central angle 137° 35’ 51”, an arc length 101.01 feet; thence

14) South 20° 31’ 38” East, 842.39 feet; thence

15) Along a non-tangent circular curve, concave west, the center of which bears South 69° 29’ 06” West, with a radius 547.00 feet, through a central angle 46° 59’ 24”, an arc length 448.61 feet; thence

16) South 26° 26’ 41” West, 17.26 feet, more or less to the Point of Beginning

End of Description

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

## *Legal Description – APN 817-09-040*

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

**Parcel One:**

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

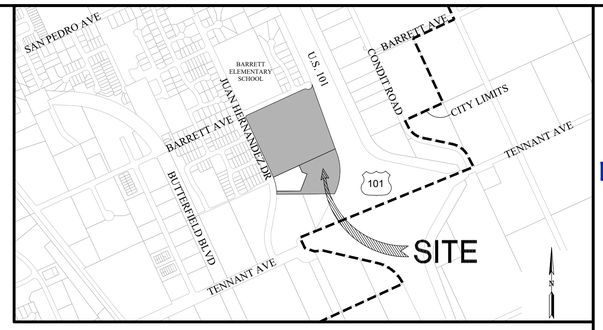
**Parcel two:**

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

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

# TENTATIVE PARCEL MAP
# ROSEWOOD (MEDICAL SITE)
## MORGAN HILL, CITY COUNCIL DISTRICT B, SANTA CLARA COUNTY, CALIFORNIA

Item 1
Attachment 7




VICINITY MAP
NO SCALE

## CONTACT INFORMATION

APPLICANT: BROOKFIELD PROPERTIES
12657 ALCOSTA BLVD, SUITE 250
SAN RAMON, CA 94583
ATTN: JOE GUERRA
JOE.GUERRA@BROOKFIELDRP.COM

CIVIL ENGINEER: RJA
8055 CAMINO ARROYO
GILROY, CA 95020
(408) 848-0300
ENGINEER: WILL LINK, P.E., RCE #85625 (WLINK@RJA-GPS.COM)
PLANNER: ROSS DOYLE (RDOYLE@RJA-GPS.COM)

PROPERTY OWNER: BFH CM LLC, A DELAWARE LIMITED LIABILITY COMPANY
12657 ALCOSTA BLVD, SUITE 250
SAN RAMON, CA 94583
ATTN: JOE GUERRA

| SHEET INDEX | |
|---|---|
| SHEET NO | SHEET TITLE |
| 1 | TITLE SHEET |
| 2 | PRELIMINARY LOTTING PLAN |

LOCATION MAP
1"=100'

## GENERAL INFORMATION

1. LOT NUMBERS ARE FOR IDENTIFICATION PURPOSES ONLY AND ARE NOT INTENDED AS FINAL.
2. ALL GRADING WILL BE DONE IN CONFORMANCE WITH THE RECOMMENDATIONS AND CONDITIONS OF THE GEOTECHNICAL ENGINEER, THE CITY OF MORGAN HILL STANDARDS AND SPECIFICATIONS, AND APPLICABLE REPORTS REGARDING THIS PROJECT.
3. PROJECT LIES WITHIN FLOOD ZONE X: AREAS OF 0.2% ANNUAL CHANCE OF FLOOD, AREAS OF 1% CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE. (FIRM MAP NUMBER 06085C0607H, EFFECTIVE DATE MAY 18, 2009).
4. EXISTING TOPOGRAPHY IS BASED ON INFORMATION PROVIDED BY OTHERS AND SUPPLEMENTAL FIELD SURVEY PERFORMED BY RJA, DATED MAY 3, 2021.
5. ALL EXISTING ON-SITE PRIVATE DRINKING WATER WELLS TO BE REMOVED.
6. BOUNDARY IS RESOLVED PER FIELD SURVEY PERFORMED BY RUGGERI-JENSN-AZAR, DATED JULY 6, 2021.
7. MULTIPLE FINAL MAPS MAY BE FILED ON THE LANDS SHOWN ON THIS PLAN SET; PROJECT MAY BE PHASED.
8. LOT DIMENSIONS AND EASEMENT LOCATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING FINAL SITE PLAN AND ENGINEERING DESIGN.
9. NO IMPROVEMENTS ARE PROPOSED WITH TENTATIVE PARCEL MAP.
10. THIS TENTATIVE PARCEL MAP REPLACES THE TENTATIVE PARCEL MAP APPROVED PER RESOLUTION 20-060.
11. THE RESIDENTIAL SUBDIVISION PROPOSED IN THE REMAINDER PARCEL IS SHOWN ON A SEPARATE VESTING TENTATIVE MAP THAT IS PROCESSING CONCURRENTLY WITH THIS TENTATIVE PARCEL MAP.

## SITE DATA

- SUBJECT PARCELS: PARCEL D APN 817-09-039
  PARCEL E APN 817-09-041,
  MORGAN HILL, CA
- CURRENT LAND USE: VACANT
- ZONING: MUF (PD)
- GENERAL PLAN: MIXED-USE FLEX

PROPOSED LAND USE: FUTURE MEDICAL CAMPUS
(PROPOSED LOTS 1 & 2)

- BUILDOUT TABULATION
  GROSS AREA: 17.98± AC
  NET COMMERCIAL AREA: 7.93±AC
  NET REMAINDER AREA: 10.04± AC
- OFF-SITE UTILITIES:
  WATER CITY OF MORGAN HILL
  SANITARY SEWER CITY OF MORGAN HILL
  STORM DRAIN CITY OF MORGAN HILL
  GAS & ELECTRIC PG&E
  TELEPHONE VERIZON
- ON-SITE UTILITIES:
  WATER N/A
  SANITARY SEWER N/A
  STORM DRAIN N/A
  GAS & ELECTRIC N/A
  TELEPHONE N/A

## PROJECT DATA

THIS TENTATIVE PARCEL MAP IS PREPARED TO CREATE THE FOLLOWING:
- 2 LOTS FOR THE FUTURE MORGAN HILL MEDICAL CAMPUS
- 1 REMAINDER PARCEL TO SERVE AS THE ROSEWOOD RESIDENTIAL SITE

## ABBREVIATIONS

| | |
|---|---|
| BNDY | BOUNDARY |
| CL | CENTER LINE |
| DU | DWELLING UNIT |
| DWY | DRIVEWAY |
| EVAE | EMERGENCY VEHICLE ACCESS EASMENT |
| EX | EXISTING |
| FF | FINISH FLOOR ELEVATION |
| GB | GRADE BREAK |
| HP | HIGH POINT |
| IEE | INGRESS EGRESS EASEMENT |
| INV | INVERT |
| LP | LOW POINT |
| LSE | LANDSCAPE EASEMENT |
| PAE | PUBLIC ACCESS EASEMENT |
| PSDE | PUBLIC STORM DRAIN EASEMENT |
| PSE | PUBLIC SERVICE EASEMENT |
| R/W | RIGHT-OF-WAY |
| SD | STORM DRAIN |
| SDFI | STORM DRAIN FIELD INLET |
| SDMH | STORM DRAIN MANHOLE |
| SF | SQUARE FEET |
| SS | SANITARY SEWER |
| SSMH | SANITARY SEWER MANHOLE |
| SWK | SIDEWALK |
| TC | TOP OF CURB |
| TDC | TOP OF DEPRESSED CURB |
| TFC | TOP OF FLUSH CURB |
| TMC | TOP OF MODIFIED CURB |
| W | WATER |


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


Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

TENTATIVE PARCEL MAP
TITLE SHEET
ROSEWOOD (MEDICAL SITE)
MORGAN HILL, CALIFORNIA

SCALE: AS SHOWN
DATE: APRIL 18, 2022

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|
| | | | | |

SHEET 1 OF 2 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Parcel Map - Medical\1 TITLE SHEET.dwg

## LOTTING LEGEND

| | |
|---|---|
| A | PARCEL NAME |
| 24 | LOT NUMBER |
| SF | SQUARE FEET |
| AC | ACRES |
| ——— | LOT LINE |
| —— —— | EX LOT LINE |
| — — — | EX EASEMENT |
| PSE | PUBLIC SERVICE EASEMENT |
| IEE | INGRESS & EGRESS EASEMENT |
| PSDE | PPRIVATE STORM DRAIN EASEMENT |
| EVAE | EMERGENCY VEHICLE ACCESS EASEMENT |

## LOTTING NOTES:

1. LOT NUMBERS ARE FOR IDENTIFICATION ONLY AND ARE NOT INTENDED AS FINAL.
2. LOT DIMENSIONS AND LOT AREAS ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
3. LINEWORK SHOWN ON LOTS 1 AND 2 IS CONCEPTUAL ONLY AND IS BASED ON APPROVED LILLIAN COMMONS PD. THE MEDICAL CAMPUS SITE PLAN WILL BE SUBJECT TO A SEPARATE ENTITLEMENT APPLICATION THAT WILL BE SUBMITTED IN THE FUTURE.

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

Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

TENTATIVE PARCEL MAP
PRELIMINARY LOTTING PLAN
ROSEWOOD (MEDICAL SITE)
MORGAN HILL, CALIFORNIA

| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|

SHEET
2
OF 2 SHEETS

JOB NO.
212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Parcel Map - Medical\2 PRELIMINARY LOTTING PLAN.dwg

# VESTING TENTATIVE MAP
# ROSEWOOD

MORGAN HILL, CITY COUNCIL DISTRICT B, SANTA CLARA COUNTY, CALIFORNIA

Item 1
Attachment 8

## CONTACT INFORMATION

APPLICANT: BROOKFIELD PROPERTIES
12657 ALCOSTA BLVD, SUITE 250
SAN RAMON, CA 94583
ATTN: JOE GUERRA
JOE.GUERRA@BROOKFIELDRP.COM

CIVIL ENGINEER: RJA
8055 CAMINO ARROYO
GILROY, CA 95020
(408) 848-0300
ENGINEER: WILL LINK, P.E., RCE #85625 (WLINK@RJA-GPS.COM)
PLANNER: ROSS DOYLE (RDOYLE@RJA-GPS.COM)

PROPERTY OWNER: BFH CM LLC, A DELAWARE LIMITED LIABILITY COMPANY
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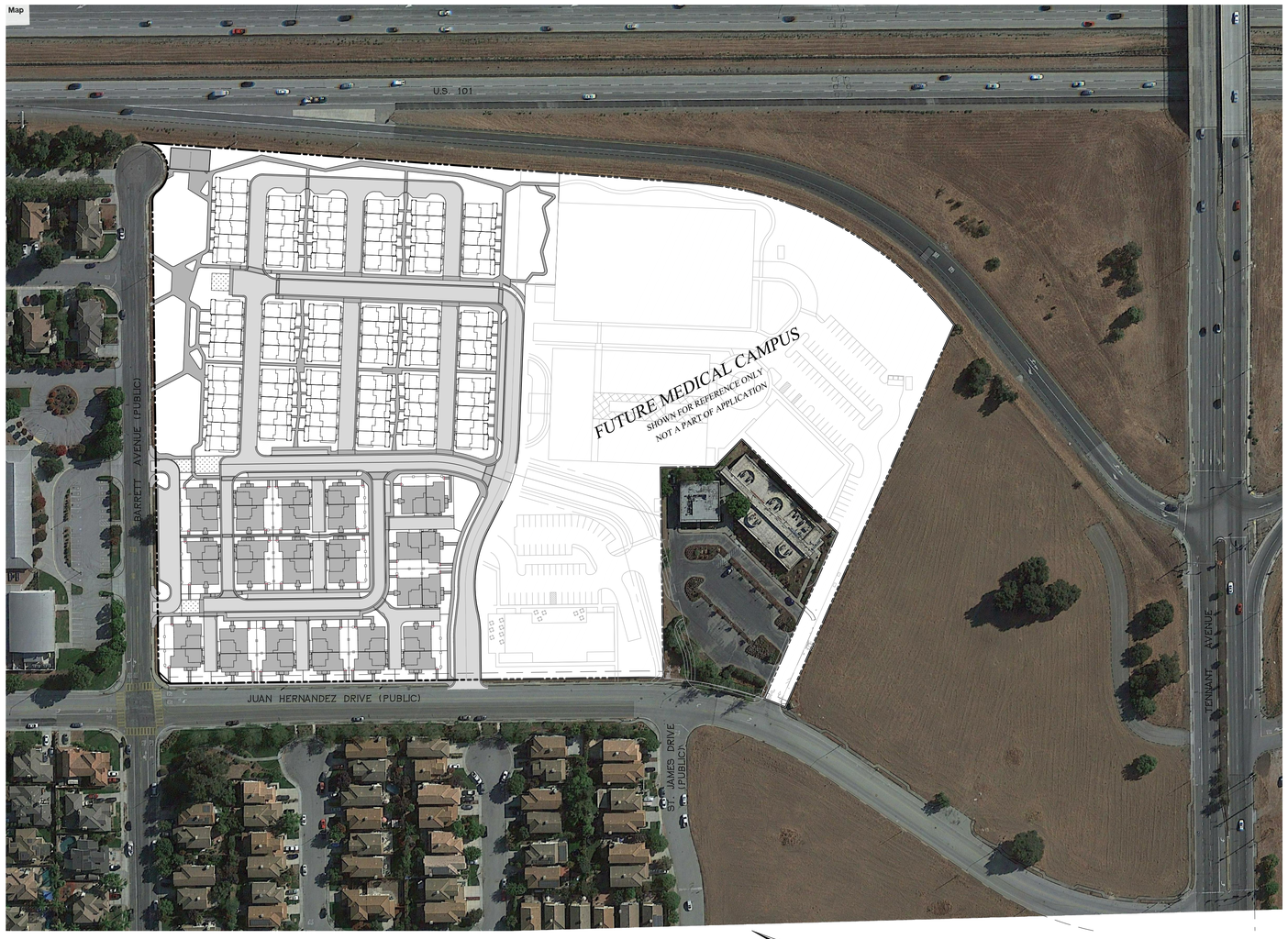
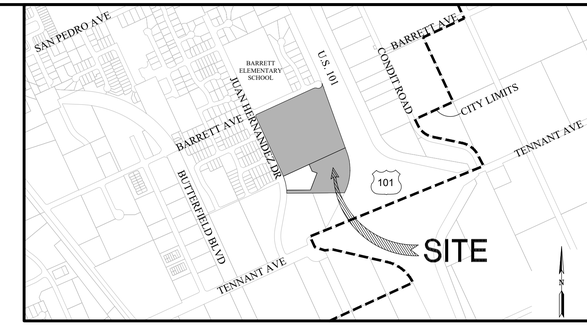



LOCATION MAP
1"=100'




VICINITY MAP
NO SCALE

| SHEET INDEX | |
|---|---|
| SHEET NO | SHEET TITLE |
| 1 | TITLE SHEET |
| 2 | EXISTING CONDITIONS |
| 3 | SITE DEVELOPMENT PLAN |
| 4 | STREET SECTIONS AND DETAILS |
| 5 | PRELIMINARY LOTTING PLAN |
| 6 | PRELIMINARY GRADING PLAN |
| 7 | PRELIMINARY UTILITIES PLAN |
| 8 | PRELIMINARY STORMWATER CONTROL PLAN |

## GENERAL INFORMATION

1. PROPOSED CONTOURS AND GRADES IN THIS PLAN SET ARE PRELIMINARY. FINISH GRADING IS SUBJECT TO FINAL DESIGN.
2. LOT NUMBERS ARE FOR IDENTIFICATION PURPOSES ONLY AND ARE NOT INTENDED AS FINAL.
3. ALL GRADING WILL BE DONE IN CONFORMANCE WITH THE RECOMMENDATIONS AND CONDITIONS OF THE GEOTECHNICAL ENGINEER, THE CITY OF MORGAN HILL STANDARDS AND SPECIFICATIONS, AND APPLICABLE REPORTS REGARDING THIS PROJECT.
4. PROJECT LIES WITHIN FLOOD ZONE X: AREAS OF 0.2% ANNUAL CHANCE OF FLOOD, AREAS OF 1% CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE. (FIRM MAP NUMBER 06085C0607H, EFFECTIVE DATE MAY 18, 2009).
5. FINISHED FLOOR AND PAD ELEVATIONS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN, AS STRUCTURAL SECTIONS OF FOUNDATIONS ARE NOT AVAILABLE AT THIS TIME.
6. THE UTILITY PIPE SIZES AND CONNECTIONS SHOWN ON THIS MAP ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
7. PROPOSED STORM DRAIN AND RETENTION SYSTEM IS PRELIMINARILY DESIGNED TO ACCOMMODATE STORAGE FOR RUNOFF RETENTION AS REQUIRED BY THE CENTRAL COAST RWQCB.
8. EXISTING TOPOGRAPHY IS BASED ON INFORMATION PROVIDED BY OTHERS AND SUPPLEMENTAL FIELD SURVEY PERFORMED BY RJA, DATED MAY 3, 2021.
9. ALL EXISTING ON-SITE PRIVATE DRINKING WATER WELLS TO BE REMOVED.
10. TOWN HOME STYLE CONDOMINIUMS LOTTING SCHEME SHOWN IS PRELIMINARY AND WILL BE REFINED IN THE FUTURE.
11. TOWN HOME CONDOMINIUMS MAY BE FURTHER SUBDIVIDED ON SUBSEQUENT FINAL MAPS
12. BOUNDARY IS RESOLVED PER FIELD SURVEY PERFORMED BY RUGGERI-JENSN-AZAR, DATED JULY 6, 2021.
13. MULTIPLE FINAL MAPS MAY BE FILED ON THE LANDS SHOWN ON THIS PLAN SET; THE PROJECT IS NOT ANTICIPATED TO BE PHASED. HOWEVER, THE APPLICANT RESERVES THE RIGHT TO PHASE THE PROJECT IF DEEMED NECESSARY AS A RESULT OF MARKET CONDITIONS.
14. ALL PROPOSED TRANSFORMERS TO BE SUBSURFACE.
15. THE SUBDIVISION PROPOSED IN THE REMAINDER PARCEL IS SHOWN ON A SEPARATE TENTATIVE PARCEL MAP FOR THE ROSEWOOD MEDICAL SITE, AND IS PROCESSING CONCURRENTLY WITH THIS VESTING TENTATIVE MAP.

## SITE DATA

- SUBJECT PARCELS: PARCEL D APN 817-09-039
  PARCEL E APN 817-09-041,
  MORGAN HILL, CA
- CURRENT LAND USE: VACANT
- ZONING: MUF (PD)
- GENERAL PLAN: MIXED-USE FLEX
- PROPOSED LAND USE: RESIDENTIAL (34 SINGLE FAMILY DUET LOTS & 86 TOWN HOME STYLE CONDOMINIUMS)
- BUILDOUT TABULATION
  - GROSS AREA: 17.98± AC
  - NET RESIDENTIAL AREA: 10.04±AC
  - PROPOSED UNIT COUNT: 120 DU
  - PROPOSED RESIDENTIAL DENSITY: 11.95 DU/AC
  - MAXIMUM ALLOWABLE DENSITY: 24 DU/AC
- OFF-SITE UTILITIES:
  - WATER: CITY OF MORGAN HILL
  - SANITARY SEWER: CITY OF MORGAN HILL
  - STORM DRAIN: CITY OF MORGAN HILL
  - GAS & ELECTRIC: PG&E
  - TELEPHONE: VERIZON
- ON-SITE UTILITIES:
  - WATER: PRIVATE/PUBLIC
  - SANITARY SEWER: PRIVATE
  - STORM DRAIN: PRIVATE
  - GAS & ELECTRIC: PG&E
  - TELEPHONE: VERIZON

## PROJECT DATA

THIS IS A RESIDENTIAL PROJECT CONSISTING OF 120 NEW HOMES:
- 34 DUET STYLE SINGLE FAMILY LOTS
- 86 TOWNHOME-STYLE CONDOMINIUMS

IN-TRACT IMPROVEMENTS CONSIST OF THE FOLLOWING ELEMENTS:
- PRIVATE CIRCULATION NETWORK INCLUDING STREETS, ALLEYS, UTILITIES, AND LANDSCAPING.
- ACTIVE AND PASSIVE PARK/OPEN SPACE WITH AMENITIES.

OFF-SITE IMPROVEMENTS CONSIST OF THE FOLLOWING:
- CONSTRUCTION OF DRIVEWAY APPROACHES, UTILITY CONNECTIONS, AND SIDEWALK SEPARATION ALONG THE JUAN HERNANDEZ DRIVE FRONTAGE.

## ABBREVIATIONS

| | |
|---|---|
| BNDY | BOUNDARY |
| CL | CENTER LINE |
| DU | DWELLING UNIT |
| DWY | DRIVEWAY |
| EVAE | EMERGENCY VEHICLE ACCESS EASMENT |
| EX | EXISTING |
| FF | FINISH FLOOR ELEVATION |
| GB | GRADE BREAK |
| HP | HIGH POINT |
| IEE | INGRESS EGRESS EASEMENT |
| INV | INVERT |
| LP | LOW POINT |
| LSE | LANDSCAPE EASEMENT |
| PAE | PUBLIC ACCESS EASEMENT |
| PSDE | PUBLIC STORM DRAIN EASEMENT |
| PSE | PUBLIC SERVICE EASEMENT |
| R/W | RIGHT-OF-WAY |
| SD | STORM DRAIN |
| SDFI | STORM DRAIN FIELD INLET |
| SDMH | STORM DRAIN MANHOLE |
| SF | SQUARE FEET |
| SS | SANITARY SEWER |
| SSMH | SANITARY SEWER MANHOLE |
| SWK | SIDEWALK |
| TC | TOP OF CURB |
| TDC | TOP OF DEPRESSED CURB |
| TFC | TOP OF FLUSH CURB |
| TMC | TOP OF MODIFIED CURB |
| W | WATER |


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


Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

VESTING TENTATIVE MAP
TITLE SHEET
ROSEWOOD
MORGAN HILL, CALIFORNIA

| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|

SHEET 1 OF 8 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\1 TITLE SHEET.dwg

## LEGEND

- PROJECT BOUNDARY
- EXISTING LOTLINE
- CENTER LINE
- SANITARY SEWER
- STORM DRAIN
- EXISTING CONTOUR
- EXISTING TREE TO BE REMOVED

## NOTES:

1. ALL EXISTING UTILITIES IN BARRETT AVENUE AND JUAN HERNANDEZ ARE TO REMAIN.
2. THE LOCATION OF ANY EXISTING UNDERGROUND UTILITY, PIPE, AND/OR STRUCTURE SHOWN HEREON IS BASED ON OBSERVABLE EVIDENCE AND/OR RECORD INFORMATION OBTAINED FROM THE CITY OF MORGAN HILL.
3. PLEASE SEE ARBORIST'S REPORT AND TREE REMOVAL EXHIBIT FOR ADDITIONAL TREE REMOVAL INFORMATION.
4. EXISTING FOR SALE SIGNS ON THE SUBJECT PROPERTY ADJACENT TO HIGHWAY 101 WILL BE REMOVED.

## DEMOLITION NOTES:

1. EX CURB & GUTTER TO BE REMOVED
2. EX SWK TO BE REMOVED
3. EX SIGN TO BE REMOVED

## Site Information

| | |
|---|---|
| Address | Parcel D APN 817-09-039<br>Parcel E APN 817-09-041<br>Morgan Hill, CA |
| General Plan | Mixed-Use Flex |
| Zoning | MUF (PD) |
| Gross Area | ±17.98 ac |

0 50 100 150

SCALE IN FEET: 1"= 50'


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


Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

VESTING TENTATIVE MAP
EXISTING CONDITIONS
ROSEWOOD
MORGAN HILL, CALIFORNIA

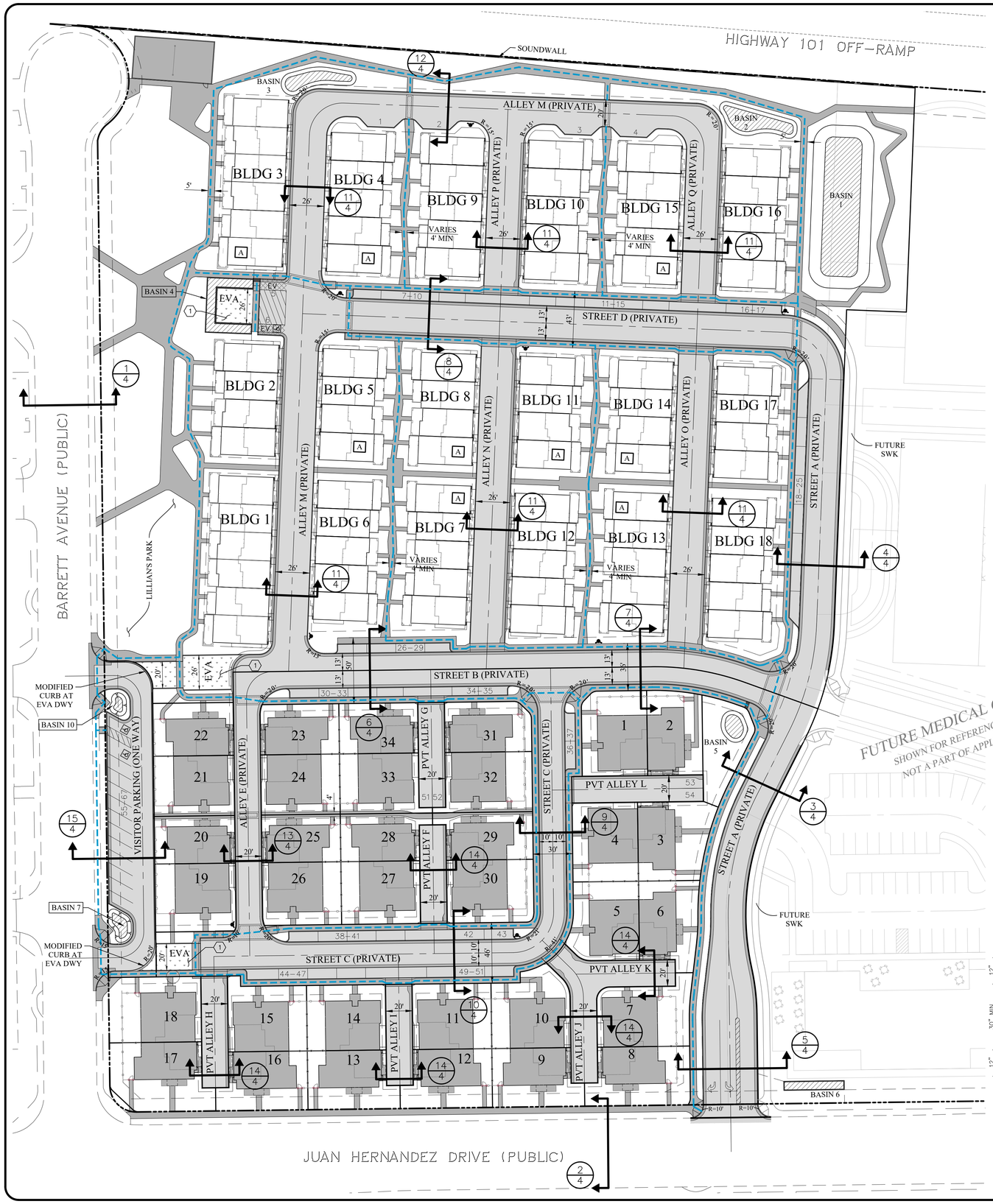
| SCALE | AS SHOWN |
|---|---|
| DATE | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|
| | | | | |

SHEET 2 OF 8 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\2 EXISTING CONDITIONS.dwg




SCALE IN FEET: 1"= 40'

## LEGEND

- ADA UNIT
- BASIN
- ACCESSIBLE ROUTE
- PROJECT BOUNDARY
- LOTLINE OR R/W
- FACE OF CURB
- CONCRETE
- ASPHALT
- EVA (GRASSPAVE OR APPROVED PERVIOUS SURFACE)
- ELECTRIC VEHICLE PARKING

NOTES:

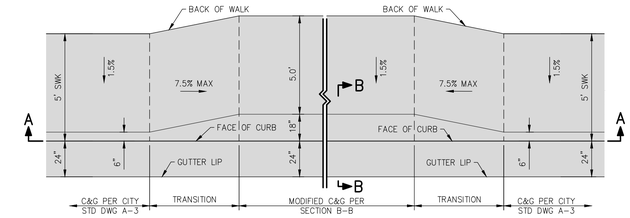
1. EVA GRASS PAVED OR ALTERNATIVE PERVIOUS PAVEMENT. SEE DETAIL A, SHEET 4

PARKING PROVIDED AS FOLLOWS:

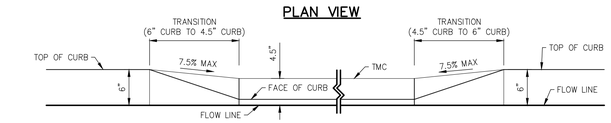
| | |
|---|---|
| MULTI-FAMILY | |
| COVERED | 172 |
| GUEST | 33 (29 ON SITE + 4 SHARED)* |
| SINGLE FAMILY | |
| COVERED | 68 |
| GUEST | 34 (25 ON SITE + 9 SHARED) |
| | 307 |

*INCLUSIVE OF ADA AND EV STALLS

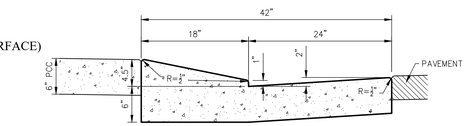
NOTE:
IN-RESIDENCE PARKING RATIOS ARE AS SHOWN ON THE CONCEPTUAL SITE PLAN AS DISCUSSED WITH CITY STAFF ON APRIL 19, 2021.




PLAN VIEW

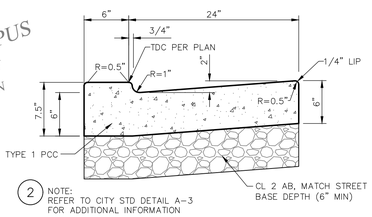



SECTION A–A



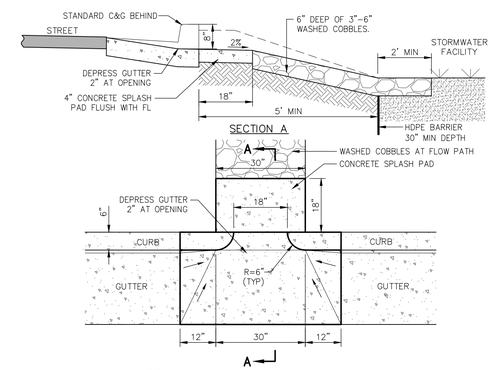

SECTION B–B

1 MODIFIED CURB & GUTTER AND TRANSITION DETAIL
NO SCALE

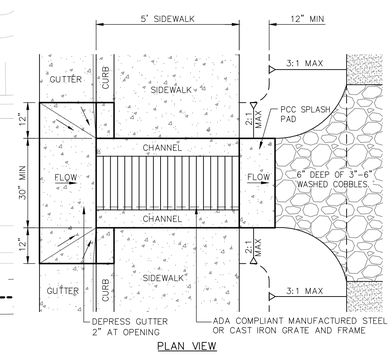



2 NOTE: REFER TO CITY STD DETAIL A-3 FOR ADDITIONAL INFORMATION

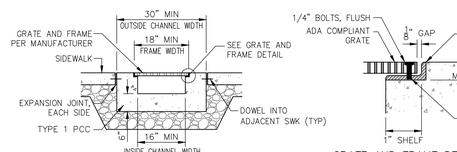
DEPRESSED CURB & GUTTER
NO SCALE



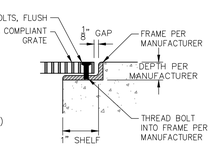

3 CURB CUT DETAIL
NO SCALE



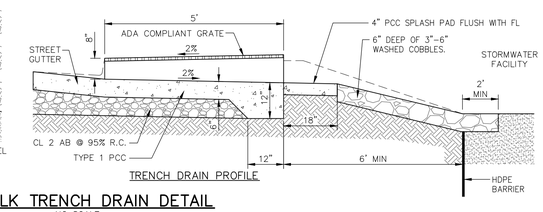

PLAN VIEW




TRENCH DRAIN SECTION




GRATE AND FRAME DETAIL




TRENCH DRAIN PROFILE

4 SIDEWALK TRENCH DRAIN DETAIL
NO SCALE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Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

VESTING TENTATIVE MAP
SITE DEVELOPMENT PLAN
ROSEWOOD
MORGAN HILL, CALIFORNIA

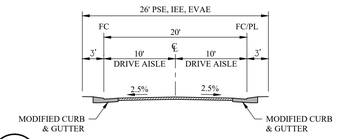
| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|

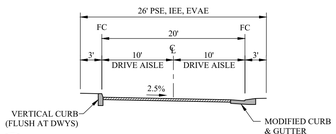
SHEET 3 OF 8 SHEETS

JOB NO. 212006

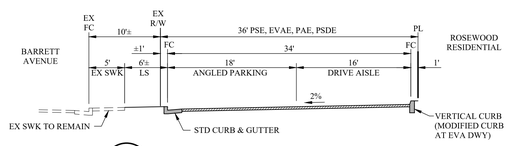
PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\3 SITE DEVELOPMENT PLAN.dwg



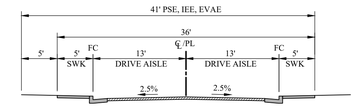

13 — **20' PRIVATE ALLEY** — ALLEY E
NO PARKING



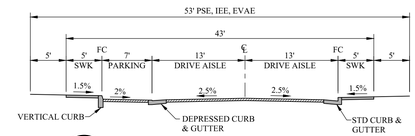

14 — **20' PRIVATE ALLEY** — ALLEY F, G, H, I, J, K, L
NO PARKING



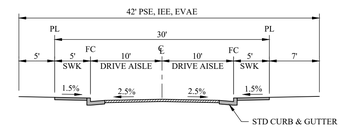

15 — **VISITORS PARKING**
NO PARKING



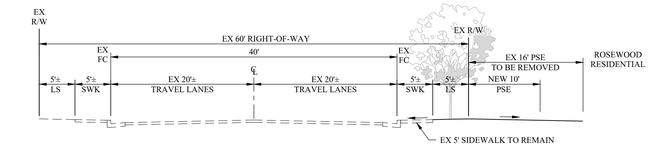

7 — **36' PRIVATE STREET** — STREET B
NO PARKING



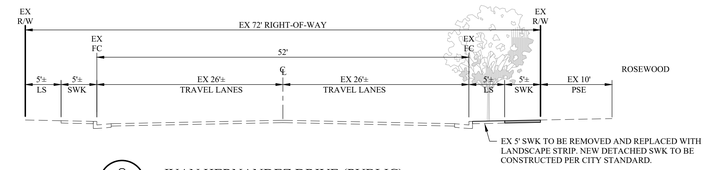

8 — **43' PRIVATE STREET** — STREET D
PARKING ONE SIDE



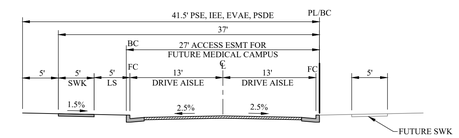

9 — **30' PRIVATE STREET** — STREET C
NO PARKING



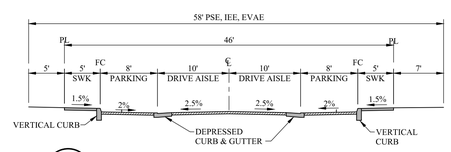

1 — **BARRETT AVENUE (PUBLIC)**
NOTE: STREET TREES PER LANDSCAPE PLAN



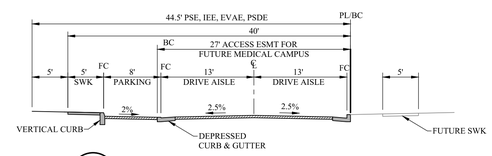

2 — **JUAN HERNANDEZ DRIVE (PUBLIC)**
NOTE: STREET TREES PER LANDSCAPE PLAN



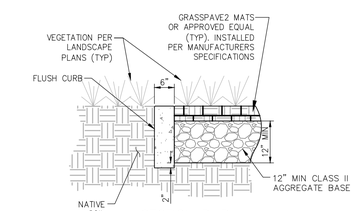

3 — **37' PRIVATE STREET** — STREET A
NO PARKING



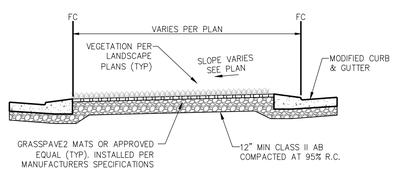

10 — **46' PRIVATE STREET** — STREET C
PARKING BOTH SIDES



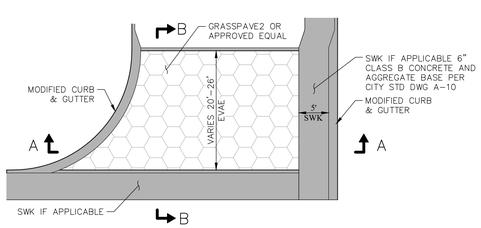

4 — **40' PRIVATE STREET** — STREET A
PARKING ONE SIDE



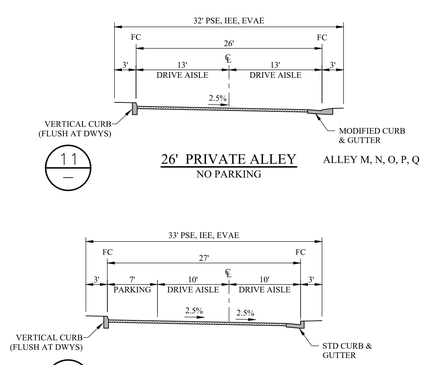

SECTION B–B




SECTION A–A



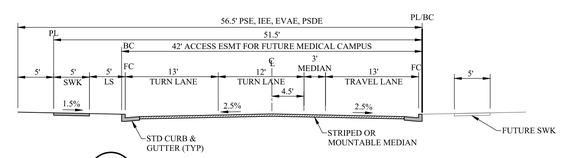

A **EVA DETAIL**
NO SCALE



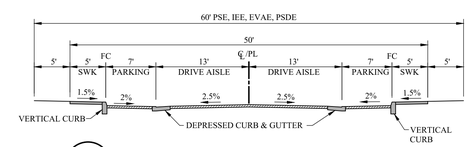

11 — **26' PRIVATE ALLEY** — ALLEY M, N, O, P, Q
NO PARKING




12 — **27' PRIVATE ALLEY** — ALLEY M
PARKING ONE SIDE




5 — **52' PRIVATE STREET** — STREET A
NO PARKING




6 — **50' PRIVATE STREET** — STREET B
PARKING BOTH SIDES

NOTE:
EASEMENT WIDTH MAY VARY IN ORDER TO ACCOMMODATE UTILITIES, PARKING BAYS, BUILDINGS, OR OTHER SITE SPECIFIC CONSTRAINTS.

## PRELIMINARY STREET AND ALLEY SECTIONS
NO SCALE

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Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

VESTING TENTATIVE MAP
STREET SECTIONS AND DETAILS
ROSEWOOD
MORGAN HILL, CALIFORNIA

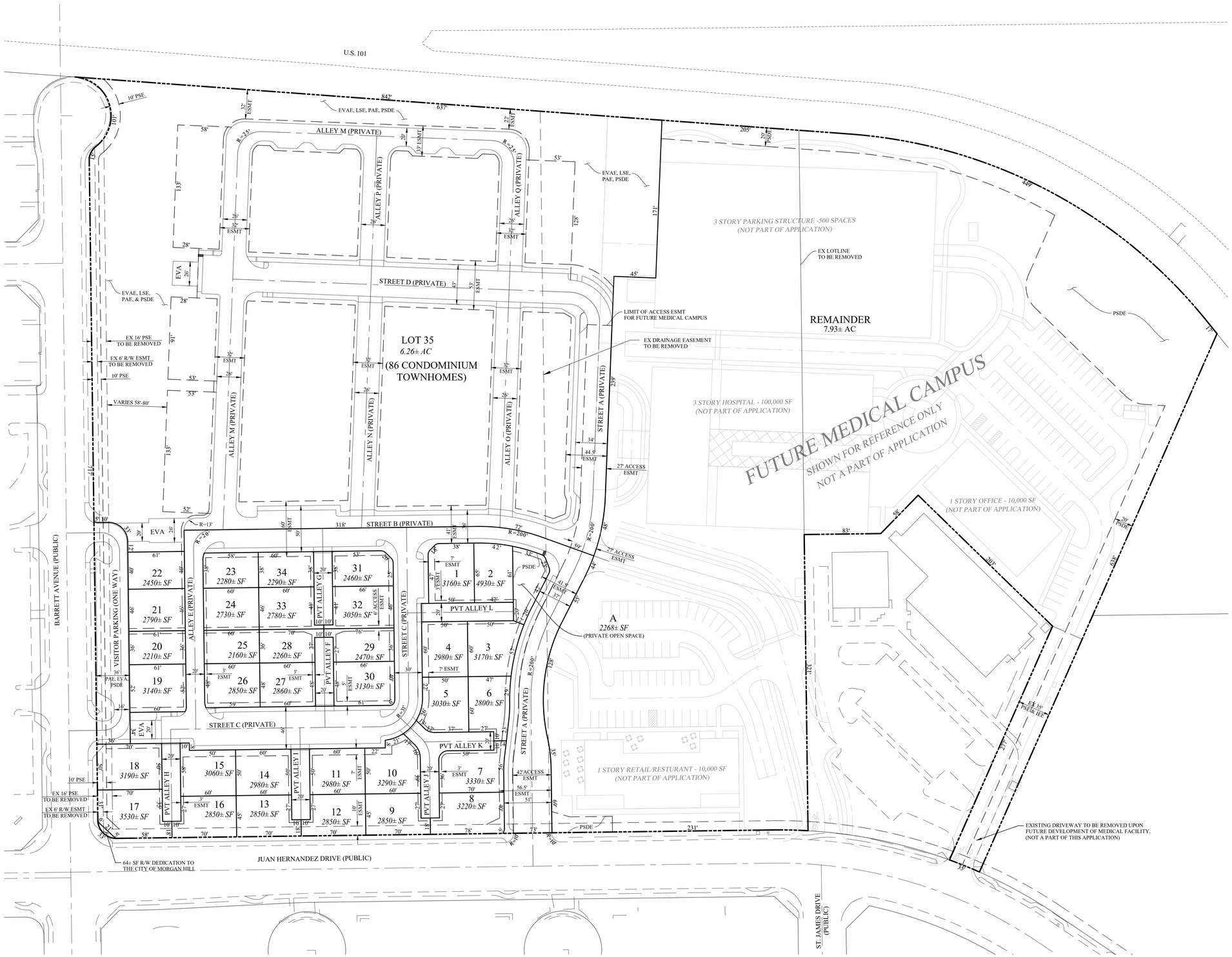
| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|

SHEET 4 OF 8 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 – Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\4 STREET SECTIONS AND DETAILS.dwg




## LOTTING LEGEND

| | |
|---|---|
| A | PARCEL NAME |
| 24 | LOT NUMBER |
| SF | SQUARE FEET |
| AC | ACRES |
| PVT | PRIVATE |
| | LOT LINE |
| | EX LOT LINE |
| | EASEMENT |
| | BACK OF CURB |
| | EDGE OF PAVEMENT |
| PSE | PUBLIC SERVICE EASEMENT |
| IEE | INGRESS & EGRESS EASEMENT |
| PSDE | PRIVATE STORM DRAIN EASEMENT |
| EVAE | EMERGENCY VEHICLE ACCESS EASEMENT |

## LOTTING NOTES:

1. LOT NUMBERS ARE FOR IDENTIFICATION ONLY AND ARE NOT INTENDED AS FINAL.
2. LOT DIMENSIONS AND LOT AREAS ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
3. LOT 35 (CONDOMINIUM TOWNHOMES) MAY BE FURTHER SUBDIVIDED ON SUBSEQUENT FINAL MAPS.

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VESTING TENTATIVE MAP
PRELIMINARY LOTTING PLAN
ROSEWOOD
MORGAN HILL, CALIFORNIA

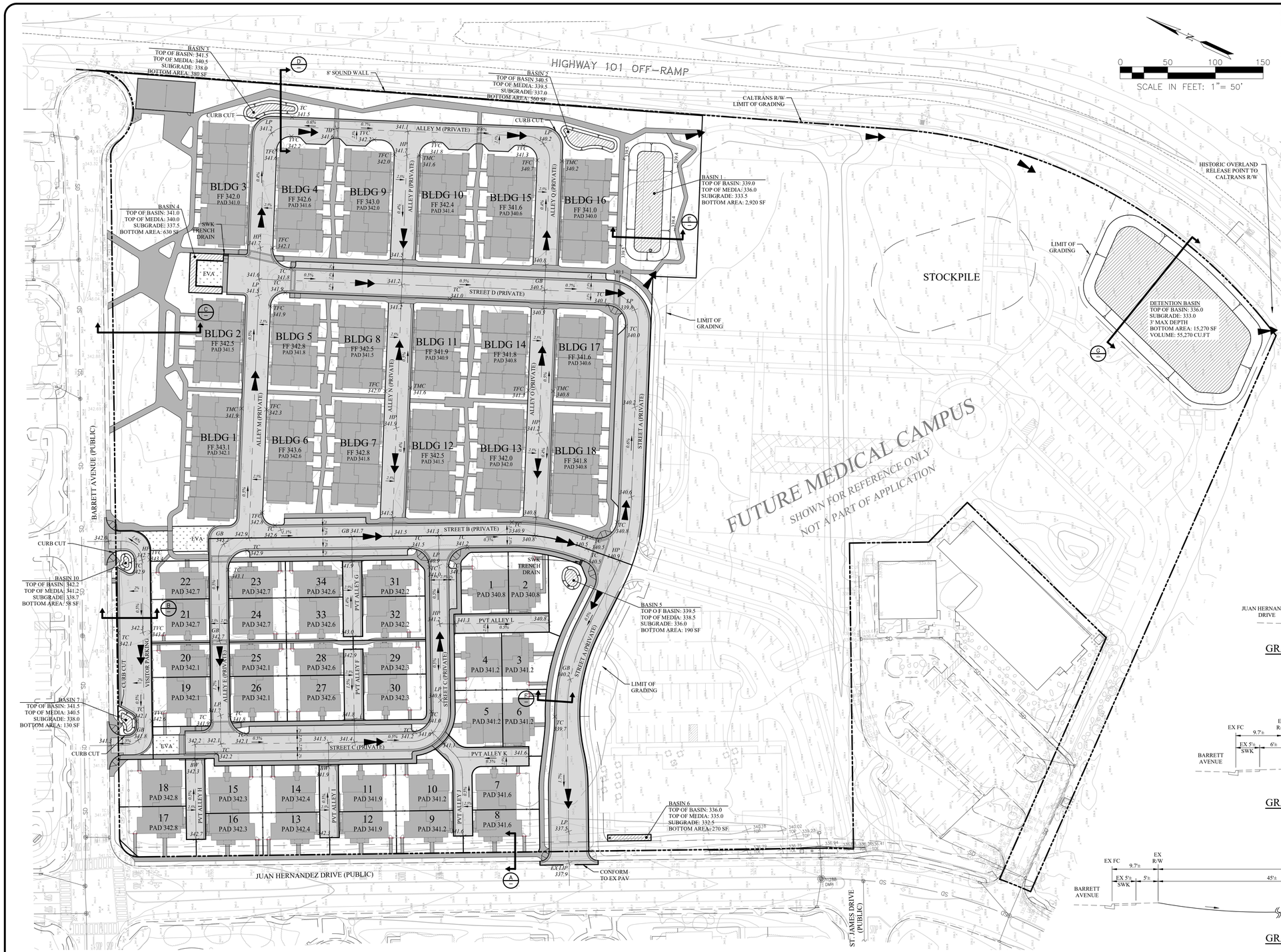
| SCALE | AS SHOWN |
|---|---|
| DATE | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|
| | | | | |

SHEET 5 OF 8 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\5 PRELIMINARY LOTTING PLAN.dwg




0 50 100 150
SCALE IN FEET: 1"= 50'

## GRADING NOTES:

1. ALL SIDEWALKS AND WALKWAYS SHALL BE COMPLIANT WITH LATEST ADA STANDARDS. CURB RAMPS WITH DETECTABLE WARNING SURFACES SHALL BE PROVIDED AT ALL STREET CROSSINGS
2. ALL PROPOSED GRADES ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN
3. SEE SHEET 8 FOR STORM WATER MANAGEMENT FACILITIES
4. PAD ELEVATIONS ARE SUBJECT TO CHANGE DURING FINAL DESIGN BASED ON FINAL STRUCTURAL ENGINEERING CALCULATIONS AND FOUNDATION DETAILS.

## GRADING LEGEND

- PROJECT BOUNDARY
- SOUNDWALL
- PAD XXX.X — PAD ELEVATION
- 259.5 — SPOT ELEVATION
- SLOPE
- 1.5% — STREET SLOPE
- OVERLAND DRAINAGE RELEASE
- 240 — EXISTING CONTOUR
- LIMIT OF GRADING
- BASIN

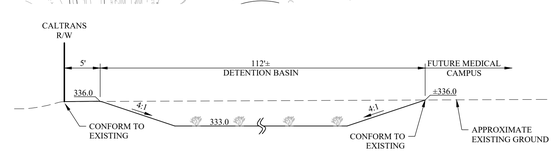
## EARTHWORK SUMMARY

| ITEM | QUANTITY |
|---|---|
| SITE CUT | 8,100± CY |
| SITE FILL | 5,600± CY |
| NET EXPORT* | 2,500± CY |

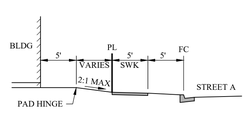
*EXCAVATED MATERIAL FROM DETENTION BASIN TO BE STOCKPILED ON FUTURE MEDICAL PARCEL.

## BENCHMARK:

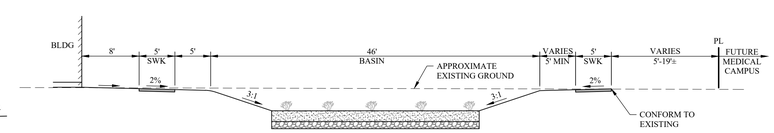
VALLEY WATER BENCHMARK BM528; A BRASS DISK ON TOP OF CURB; AT THE NORTH CORNER OF EAST DUNNE AVENUE BRIDGE OVER HIGHWAY 101 (BRIDGE NO. 37-0334 PM 16.01 1972). DISK IS LOCATED 6.5 FEET NORTHEAST FROM THE END OF CONCRETE HEADWALL; 12.8 FEET WESTERLY FROM TELEPHONE MANHOLE AND 57.0 FEET SOUTHWEST FROM ELECTROLIER. CITY OF MORGAN HILL. ELEVATION(NAVD88) = 382.20 FEET.




GRADING SECTION G
NO SCALE




GRADING SECTION F
NO SCALE

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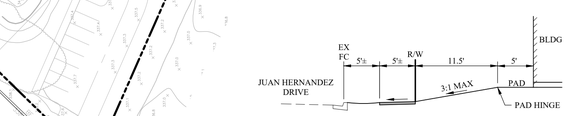


GRADING SECTION A
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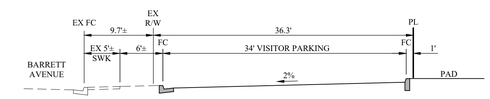


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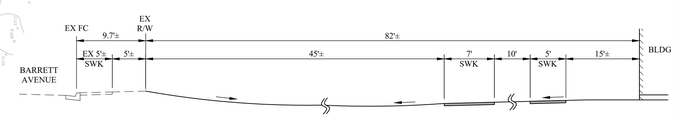
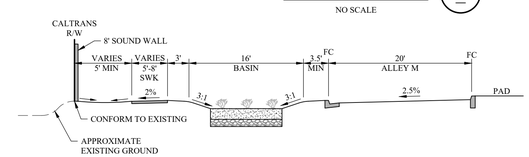



GRADING SECTION C
NO SCALE




GRADING SECTION D
NO SCALE

RJA
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VESTING TENTATIVE MAP
PRELIMINARY GRADING PLAN
ROSEWOOD
MORGAN HILL, CALIFORNIA

| SCALE | AS SHOWN |
|---|---|
| DATE | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|
| | | | | |

SHEET 6 OF 8 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\6 PRELIMINARY GRADING PLAN.dwg

## UTILITY CROSSINGS

1. BOTTOM OF W: 335.7
   TOP OF SD: 333.6
   CLEARANCE: 2.1'
2. BOTTOM OF SD: 334.3
   TOP OF SS: 333.5
   CLEARANCE: 0.8'
3. BOTTOM OF W: 336.7
   TOP OF SD: 334.6
   CLEARANCE: 2.1'
4. BOTTOM OF SD: 333.2
   TOP OF SS: 332.6
   CLEARANCE: 0.6'
5. BOTTOM OF SD: 334.7
   TOP OF SS: 331.6
   CLEARANCE: 3.1'
6. BOTTOM OF SD: 334.8
   TOP OF SS: 334.0
   CLEARANCE: 0.8'
7. BOTTOM OF W: 338.3
   TOP OF SD: 337.1
   CLEARANCE: 1.2'

## UTILITY NOTES

1. BASIN 1 OUTLET STRUCTURE. SEE DETAIL 3, SHEET 8.
2. DETENTION BASIN OUTLET STRUCTURE. SEE DETAIL 4, SHEET 8.
3. DIP WATER UNDER STORM DRAIN MAIN. NO WATER JOINTS WITHIN 10' OF STORM DRAIN. MAINTAIN 1' MINIMUM CLEARANCE.
4. BUBBLER. SEE DETAIL 1, THIS SHEET.
5. SIDEWALK TRENCH DRAIN. SEE DETAIL 4, SHEET 3.
6. CURB CUT. SEE DETAIL 3, SHEET 3.
7. CONCRETE CAP
8. WATER METER VAULT AND BYPASS PER CITY STANDARD W-11. WATER METER SHALL BE BADGER RECORDALL FIRE SERIES ASSEMBLIES OR APPROVED ALTERNATIVE.

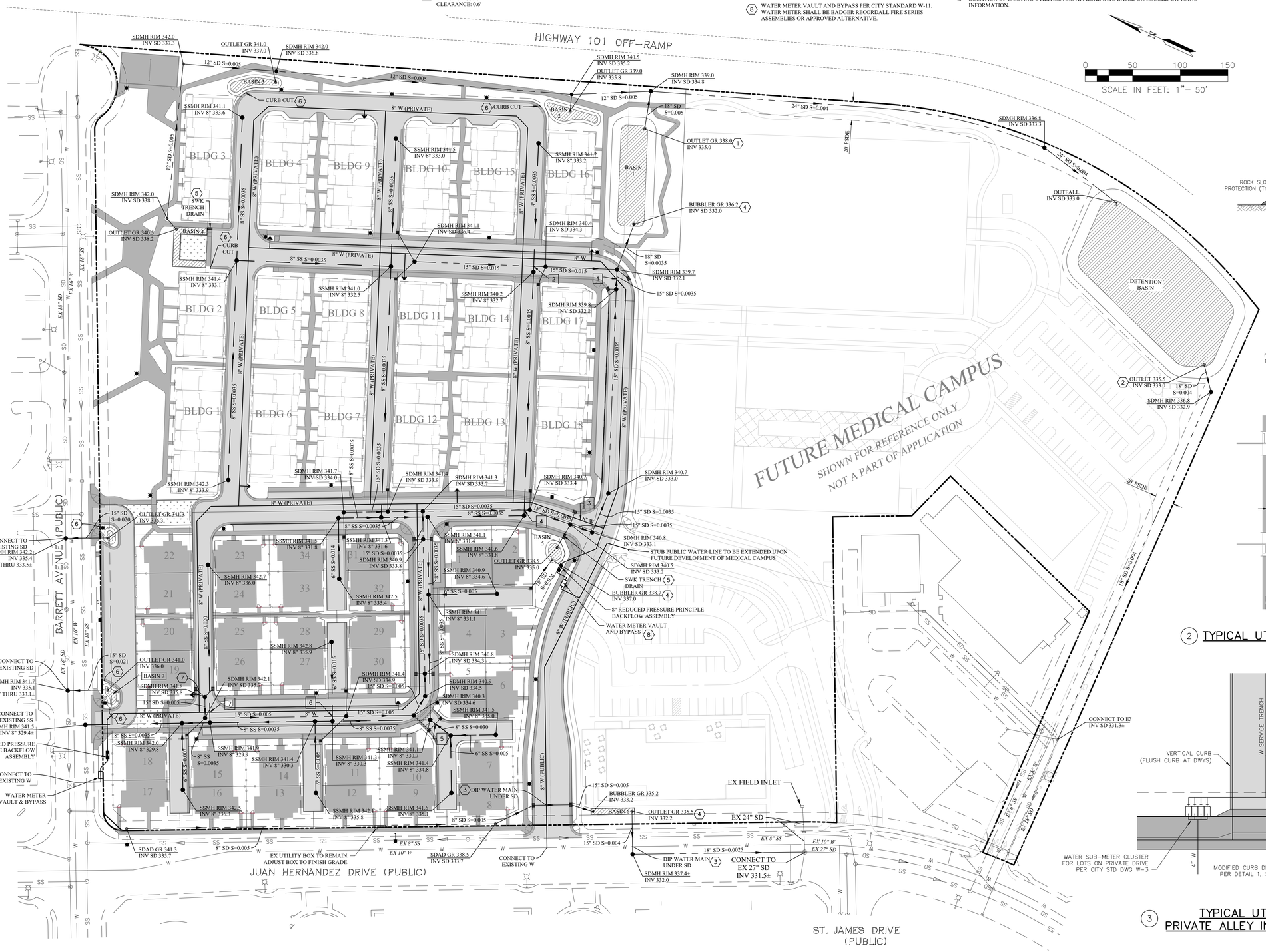
## GENERAL NOTES

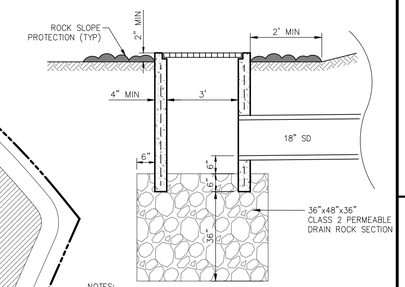
1. WATER AT ALL TIMES SHALL MAINTAIN 10' HORIZONTAL CLEARANCE AND 1' VERTICAL CLEARANCE ABOVE SANITARY SEWER UTILITIES.
2. STORM DRAIN IS PRIVATE AND SHALL BE PRIVATELY MAINTAINED BY THE HOA.
3. SANITARY SEWER IS PRIVATE AND SHALL BE PRIVATELY MAINTAINED BY THE HOA.
4. WATER MAINS IN STREET A (FROM JUAN HERNANDEZ DRIVE TO STREET B) ARE PUBLIC AND SHALL BE OWNED AND MAINTAINED BY THE CITY OF MORGAN HILL. ALL OTHER PROPOSED WATER MAINS ARE PRIVATE AND SHALL BE MAINTAINED BY THE HOA.
5. ALL PROPOSED UTILITY LOCATIONS AND SIZES ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
6. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE BASED ON RECORD DRAWING INFORMATION.

0 50 100 150
SCALE IN FEET: 1"= 50'

## UTILITY LEGEND & ABBREVIATIONS

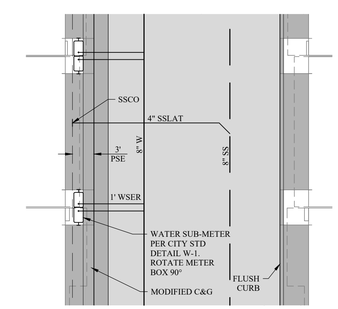
| PROPOSED | | EXISTING |
|---|---|---|
| | EDGE OF PAVEMENT | |
| | STORM DRAIN | |
| | SANITARY SEWER | |
| | WATER | |
| | MANHOLE | |
| | INLET | |
| | BUBBLER | |
| | OUTFALL | |
| | FIRE HYDRANT | |
| | PRIVATE STREET LIGHT | |
| | PUBLIC STREET LIGHT | |
| SD | STORM DRAIN | |
| SDAD | STORM DRAIN AREA DRAIN | |
| SDMH | STORM DRAIN MANHOLE | |
| SS | SANITARY SEWER | |
| SSMH | SANITARY SEWER MANHOLE | |
| S | SLOPE | |
| INV | INVERT ELEVATION | |
| W | WATER SERVICE | |



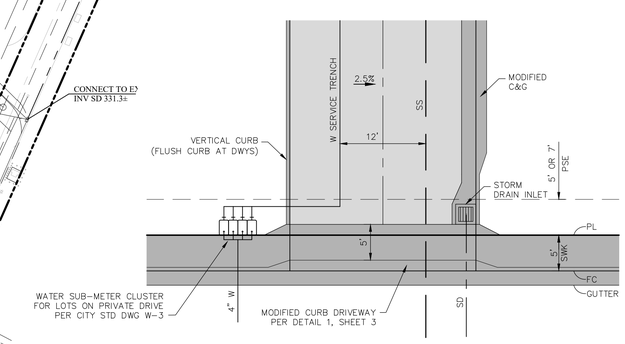




NOTES:
1. DRAIN INLET SHALL BE OPEN BOTTOM 2'x3' PRECAST OR CAST-IN-PLACE INLET WITH #4 REBAR AT 12" ON CENTER EACH WAY, OR APPROVED EQUAL.

### 1 BUBBLER INLET
NO SCALE




### 2 TYPICAL UTILITY LAYOUT – MULTI-FAMILY
NO SCALE




### 3 TYPICAL UTILITY LAYOUT AT PRIVATE ALLEY INTERSECTION – DUETS
NO SCALE


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


Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

VESTING TENTATIVE MAP
PRELIMINARY UTILITIES PLAN
ROSEWOOD
MORGAN HILL, CALIFORNIA

| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

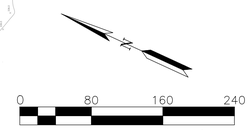
| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|
| | | | | |

SHEET 7 OF 8 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\7 PRELIMINARY UTILITIES PLAN.dwg

## STORMWATER CONTROL PLAN




## LEGEND

| PROPOSED | DESCRIPTION |
|---|---|
| | DRAINAGE AREA BOUNDARY |
| | STORM DRAIN |
| | STORM DRAIN INLET |
| | IMPERVIOUS SURFACE |
| | SELF-RETAINING AREA |
| DMA 1 | DRAINAGE MANAGEMENT AREA ID |

## PRELIMINARY STORMWATER TABLE

**Project Name:** Rosewood
**Project Location:** Morgan Hill, CA
**Date:** March 2022

**Project Information**

| | | | |
|---|---|---|---|
| Area = | 783,756 | $ft^2$ | *Total project area* |
| Existing Impervious Area = | 39,450 | $ft^2$ | |
| | 5% | | *Existing Percent impervious area* |
| Ex Imperv Area To Remain = | 0 | $ft^2$ | *Total existing impervious surface to remain* |
| Replaced Imperv Area = | 39,450 | $ft^2$ | *Total existing impervious surface to be replaced as part of project* |
| New Imperv Area = | 276,665 | $ft^2$ | *Total new impervious surface to be installed as part of project* |
| Total Impervious Area = | 316,115 | $ft^2$ | *Total project impervious area* |
| | 40% | | *Percent impervious area* |
| Water Management Zone = | 1 | | |

**Performance Requirements**

No. 1 = Implement site design and runoff reduction strategies
No. 2 = Provide water quality treatment for 85% storm event
No. 3 = Prevent offsite discharge from events up to the 95th% storm event via optimizing infiltration
No. 4 = Reduce peak flows to pre-project levels for 2-yr through 10-yr storm events
No. 5 = Reduce peak flows to pre-project levels for 25-year storm event (total rainfall of 5.24 inches)

**Rainfall Design Information**

| | | | |
|---|---|---|---|
| MAP = | 23.35 | in | *Mean Annual Precipitation* |
| $P_{85\%}$ = | 1.07 | in | *85th% 24-hr rainfall depth* |
| $P_{95\%}$ = | 1.67 | in | *95th% 24-hr rainfall depth* |

**Soil Type Design Information**

| | | | |
|---|---|---|---|
| Site HSG = | B/C | | *NRCS Hydrologic Soil Group Classification* |
| Infiltration Rate DR-1 = | 0.3 | in/hr | *ENGEO In-situ infiltration testing dated Jun 16, 2021* |
| Infiltration Rate DR-2 = | 6.9 | in/hr | *ENGEO In-situ infiltration testing dated Jun 16, 2021* |
| Infiltration Rate DR-3 = | 20 | in/hr | *ENGEO In-situ infiltration testing dated Jun 16, 2021* |

| | | | *Safety Factor Applied:* |
|---|---|---|---|
| Design Infiltration Rate DR-1= | 0.15 | in/hr | *2* |
| Design Infiltration Rate DR-2= | 3.40 | in/hr | *2* |
| Design Infiltration Rate DR-3= | 10.00 | in/hr | *2* |

## STORMWATER CONTROL PLAN NOTES:

1) THIS PROJECT IS TRIBUTARY TO THE BUTTERFIELD CHANNEL WHICH DRAINS TO LLAGAS CREEK AND ULTIMATELY TO THE MONTEREY BAY. THEREFORE, STORM WATER RUNOFF MANAGEMENT SHALL ADHERE TO THE CENTRAL COAST REGIONAL WATER CONTROL BOARD (CCRWQCB) CRITERIA IDENTIFIED IN THE "STORMWATER MANAGEMENT GUIDANCE MANUAL FOR LOW IMPACT DEVELOPMENT & POST CONSTRUCTION REQUIREMENTS FOR THE CITY OF GILROY, CITY OF MORGAN HILL, AND COUNTY OF SANTA CLARA", DATED JUNE 2015.

2) THIS PRELIMINARY STORMWATER RUNOFF MANAGEMENT PLAN IS CONCEPTUAL AND SUBJECT TO REVISION BASED ON FINAL DESIGN, ULTIMATE SITE CONFIGURATION, AND FINAL SOIL INVESTIGATIONS.

3) ALL STORMWATER CALCULATIONS SHOWN HEREIN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN. THE LID MEASURES AND STORMWATER CONTROL FACILITIES MAY BE CHANGED OR MODIFIED DURING FINAL DESIGN AS LONG AS THE PROJECT CAN SHOW CONFORMANCE WITH THE CITY OF MORGAN HILL, THE SANTA CLARA COUNTY DRAINAGE MANUAL (2007), AND CCRWQCB POST-CONSTRUCTION STORMWATER RESOLUTION R3-2013-0032 IN EFFECT AT THE TIME OF APPROVAL.

4) THE BIORETENTION FACILITIES (BASINS 1-7) PROPOSED ONSITE WILL SERVE AS THE MAIN RETENTION & TREATMENT SYSTEMS FOR THE PROJECT. THE FACILITIES WERE SIZED TO RETAIN THE 95% 24-HOUR STORM ON-SITE WITHOUT FLOW TO THE ADJACENT FUTURE MEDICAL DEVELOPMENT AREA.

5) "PARCEL D" SHOWN ON SHEET 2, FLOWS NORTH TO THE CALTRANS RIGHT-OF-WAY UNDER THE EXISTING CONDITION. HOWEVER, THE CITY OF MORGAN HILL STORM DRAIN MASTER PLAN ACCOUNTED FOR THE UNDEVELOPED FLOW RESULTING FROM PARCEL D TO BE TRIBUTARY TO THE JUAN HERNANDEZ STORM DRAIN SYSTEM. THEREFORE, THE PRELIMINARY DESIGN FOR ROSEWOOD MAINTAINS CONSISTENCY WITH THE CITY'S MASTER PLAN BY DIRECTING THE DETAINED FLOW FROM "PARCEL D" TO JUAN HERNANDEZ DRIVE.

6) "PARCEL E" SHOWN ON SHEET 2, IS ENCUMBERED WITH AN EXISTING DRAINAGE EASEMENT, DETENTION AREA, AND OUTFLOW STRUCTURE TO METER PEAK FLOWS INTO THE JUAN HERNANDEZ STORM DRAIN SYSTEM. THE ROSEWOOD PROJECT WILL PROVIDE DETENTION FACILITIES SUCH THAT THE DEVELOPED PEAK FLOW DOES NOT EXCEED PRE-DEVELOPMENT PEAK FLOWS RESULTING FROM THE "PARCEL E" DETENTION AREA AND "PARCEL D". REFER TO THE PRELIMINARY DRAINAGE REPORT FOR "ROSEWOOD" FOR MORE INFORMATION.

7) DETENTION FOR THE 2-YEAR THROUGH 25-YEAR STORM EVENTS WILL BE PROVIDED IN A SHARED DETENTION BASIN LOCATED ON THE FUTURE MEDICAL FACILITY PARCEL. A FLOW CONTROL STRUCTURE WILL BE EMPLOYED SUCH THAT THE POST-CONSTRUCTION PEAK FLOW RATES DO NOT EXCEED THE PRE-CONSTRUCTION PEAK FLOWS.THE CALCULATIONS WERE DONE USING THE ROUTING METHOD USING CIVILSTORM COMPUTER PROGRAM BY BENTLEY SYSTEM INCORPORATED. THE SCS CURVE NUMBER METHOD WAS USED IN CONJUNCTION WITH THE SANTA CLARA COUNTY RAINFALL DISTRIBUTION TO ESTIMATE RUNOFF VOLUMES.

8) FOR THE PURPOSE OF SIZING THE SHARED DETENTION FACILITY, AN IMPERVIOUS AREA OF 80% WAS ASSUMED FOR THE MEDICAL FACILITY PARCEL (DMA 9). THE ASSUMED IMPERVIOUS AREA WILL NEED TO BE CONFIRMED UPON FINAL DESIGN OF THE MEDICAL FACILITIES PROJECT AND IF NECESSARY, DETENTION FACILITY VOLUME ADJUSTED.

9) THE PRELIMINARY DESIGN FOR BASINS 4 AND 6 INCORPORATE A DEEPENED RETAINING CURB ON ALL SIDES. PRIOR TO FINAL DESIGN, A SEPARATE STRUCTURAL DESIGN WILL BE NECESSARY FOR ANY FACILITY IMPLEMENTING CAST-IN-PLACE RETAINING CURBS. PRE-CAST MODULAR BIORETENTION FACILITIES MAY BE INCORPORATED INTO THE PROJECT DURING FINAL DESIGN.

10) THE FUTURE MEDICAL DEVELOPMENT IS NOT A PART OF THIS APPLICATION AND WILL BE SUBJECT TO FUTURE SEPARATE AND SPECIFIC STORMWATER CONTROL PLAN.

**OPERATION AND MAINTENANCE INFORMATION:**

**I. PROPERTY INFORMATION:**
I.A. PROPERTY ADDRESS:
0 JUAN HERNANDEZ DRIVE,
MORGAN HILL, CA 95037

I.B. PROPERTY OWNER:
BROOKFIELD RESIDENTIAL

**II. RESPONSIBLE PARTY FOR MAINTENANCE:**
II.A. CONTACT:
HOA (TBD)

## ROUTINE MAINTENANCE ACTIVITIES:

**TABLE 1**
**ROUTINE MAINTENANCE ACTIVITIES FOR BIORETENTION SYSTEMS**

| NO. | MAINTENANCE TASK | FREQUENCY OF TASK |
|---|---|---|
| 1 | INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR OBSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH. | QUARTERLY |
| 2 | INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER TO CLEAR ANY UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL. | QUARTERLY |
| 3 | CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY. | QUARTERLY |
| 4 | MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE. | QUARTERLY |
| 5 | EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER. | ANNUALLY, BEFORE THE RAINY SEASON BEGINS |
| 6 | USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, ESPECIALLY IF THE SYSTEM USES AN UNDERDRAIN. | ANNUALLY, BEFORE THE RAINY SEASON BEGINS |
| 7 | INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL. | ANNUALLY, BEFORE THE RAINY SEASON BEGINS |
| 8 | INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT. | ANNUALLY, BEFORE THE RAINY SEASON BEGINS |
| 9 | INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR. | ANNUALLY, BEFORE THE RAINY SEASON BEGINS |
| 10 | INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE. | ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS. |
| 11 | INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS. | ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS. |

## 95% RAINFALL DEPTH RUNOFF RETENTION VOLUME

| | | | Pervious Surface Correction Factor | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 0.20 | 0.10 | 0.60 | 0.10 | | | | | | | | | | | | | | |
| | | | Pervious Surface (SF) | | | | | | Runoff Rentention Volume Calculation | | | | SCM Summary | | | | | | | |
| DMA | Total DMA Area (SF) | Impervious Surface Area (SF) | Managed Turf | Landscape/Grass | Pervious Concrete | Pavers | Native Landscape/ Undistrubed | Total | Equivalent Impervious Surface Area ($ft^2$) | % Impervious | Runoff Coefficient | 95th% Volume, $V_{95}$ ($ft^3$) | SCM Description | SCM ID | Design Infiltration Rate (in/hr) | 95th% Volume Required ($ft^3$) | 95th% Volume Provided[1] ($ft^3$) | Ratio of Impervious/ Pervious Area (2:1 max) | Ponding Depth[2] (in) | Drawdown Time (hr) |
| 1 | 262,330 | 199,371 | | 62,959 | | | | 62,959 | 205,667 | 76% | 0.55 | 20,238 | Bioretention | Basin 1 | 3.4 | 20,238 | 5,583 | n/a | 11 | 3.2 |
| 2 | 20,513 | 15,450 | | 5,063 | | | | 5,063 | 15,956 | 75% | 0.55 | 1,562 | Bioretention | Basin 2 | 3.4 | 1,562 | 764 | n/a | 6 | 1.8 |
| 3 | 20,692 | 15,519 | | 5,173 | | | | 5,173 | 16,036 | 75% | 0.54 | 1,566 | Bioretention | Basin 3 | 3.4 | 1,566 | 540 | n/a | 6 | 1.8 |
| 4 | 33,153 | 25,730 | | 7,423 | | | | 7,423 | 26,472 | 78% | 0.57 | 2,639 | Bioretention | Basin 4 | 3.4 | 2,639 | 803 | n/a | 6 | 1.8 |
| 5 | 19,665 | 13,766 | | 5,900 | | | | 5,900 | 14,355 | 70% | 0.49 | 1,352 | Bioretention | Basin 5 | 10.0 | 1,352 | 262 | n/a | 6 | 1.8 |
| 6 | 35,700 | 24,990 | | 10,710 | | | | 10,710 | 26,061 | 70% | 0.49 | 2,454 | Bioretention | Basin 6 | 10.0 | 2,454 | 344 | n/a | 6 | 1.8 |
| 7 | 7,400 | 6,290 | | 1,110 | | | | 1,110 | 6,401 | 85% | 0.66 | 681 | Bioretention | Basin 7 | 3.4 | 681 | 188 | n/a | 6 | 1.8 |
| 8 | 42,226 | 13,200 | | 29,026 | | | | 29,026 | 16,103 | 31% | 0.23 | 1,363 | self-retaining | n/a | n/a | 1,363 | n/a | 0.45:1 | n/a | n/a |
| 94 | 339,890 | 0 | | 0 | | | 339,890 | 339,890 | 0 | 0% | 0.04 | 1,892 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| 10 | 2,187 | 1,800 | | 387 | | | | 387 | 1,839 | 82% | 0.63 | 191 | Bioretention | Basin 10 | 3.4 | 191 | 87 | n/a | 6 | 1.8 |
| Total | 783,756 | 316,115 | 0 | 127,751 | 0 | 0 | 339,890 | 467,641 | 328,890 | 40% | 0.28 | 33,937 | | | | | | | | |

**Notes:**

1. Bioretention areas were sized using the Routing Method in Conjunction with the CivilStorm Computer Program by Bentley Systems Incorporated. The routing model utilizes the design infiltration rate shown in the Table above. Because the model accounts for infiltration during the theoretical 24-hour storm event, the total volume provided is less than the total volume required. The routing model demonstrated that the SCM can infiltrate the full 95th% runoff volume before discharging to downstream stormwater facilities.
2. A minimum 0.5' freeboard is provided above the overflow riser elevation
3. The 95th% volume shown in the Table is less than the 95th% volume provided. This is result of moderate design infiltration rates for the stormwater facilities. The Routing model accounts for infiltration during the design storm v 'facility to dispose of the 95th% runoff volume with a smaller footprint than the required 95th% volume. The routing model demonstrated that the full 95th% volume can be infiltrated with the volume provided.
4. DMA 9 is the future Morgan Hill Medical Campus. A separate Stormwater Control Plan/analsysis shall be provided to the City upon development of the parcel.

**Governing Equations:**

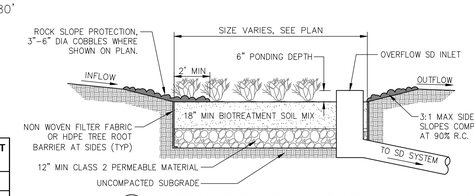
$$V_{95} = \frac{C * P_{95} * A}{12}$$

$V_{95}$ = *95% Rainfall Depth Runoff Retention Volume ($ft^3$)*
C = $0.858i^3 - 0.78i^2 + 0.774i + 0.04$
$P_{95}$ = 1.67 *24-hr 95th percentile rainfall depth (in)*
A = *drainage area ($ft^2$)*
i = *% impervious*

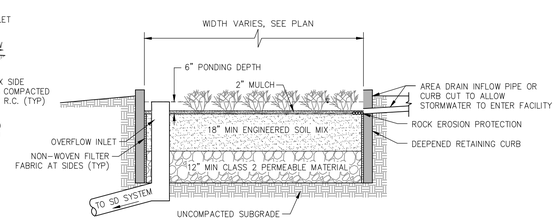
## PRELIMINARY PEAK FLOW MANAGEMENT ANALYSIS

| RETURN EVENT | PRE-DEVELOPMENT (CFS) | POST-DEVELOPMENT (CFS) |
|---|---|---|
| 2-YEAR | 0.81 | 0.51 |
| 10-YEAR | 4.44 | 3.38 |
| 25-YEAR | 7.01 | 7.01 |

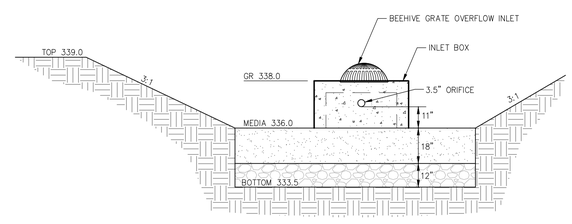
NOTE: THE POST-DEVELOPMENT PEAK FLOW MANAGEMENT AND DETENTION BASIN SIZING ANALYSIS ASSUMES AN 80% IMPERVIOUS AREA FOR THE FUTURE MEDICAL FACILITY (DMA 9).



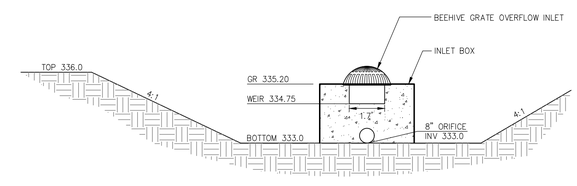

1 BIORETENTION BASIN DETAIL
NO SCALE




2 BIORETENTION BASIN WITH RETAINING CURB
NO SCALE




3 BASIN 1 OUTLET STRUCTURE
NO SCALE




4 DETENTION BASIN OUTLET STRUCTURE
NO SCALE

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

Brookfield Properties
12657 Alcosta Blvd
San Ramon, CA 94583

VESTING TENTATIVE MAP
PRELIMINARY STORMWATER CONTROL PLAN
ROSEWOOD
MORGAN HILL, CALIFORNIA

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|
| | | | | |

SCALE: AS SHOWN
DATE: APRIL 18, 2022

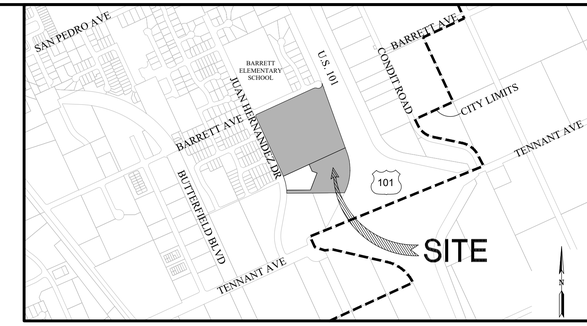
SHEET 8 OF 8 SHEETS

JOB NO. 212006

PLOT DATE: April 18, 2022
FILE PATH: W:\Jobs 21\212006 – Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Tentative Map\8 PRELIMINARY STORMWATER CONTROL PLAN.dwg

# DESIGN REVIEW PERMIT
# ROSEWOOD
## MORGAN HILL, DISTRICT B, SANTA CLARA COUNTY, CALIFORNIA

Item 1
Attachment 9




VICINITY MAP
NO SCALE

## CONTACT INFORMATION

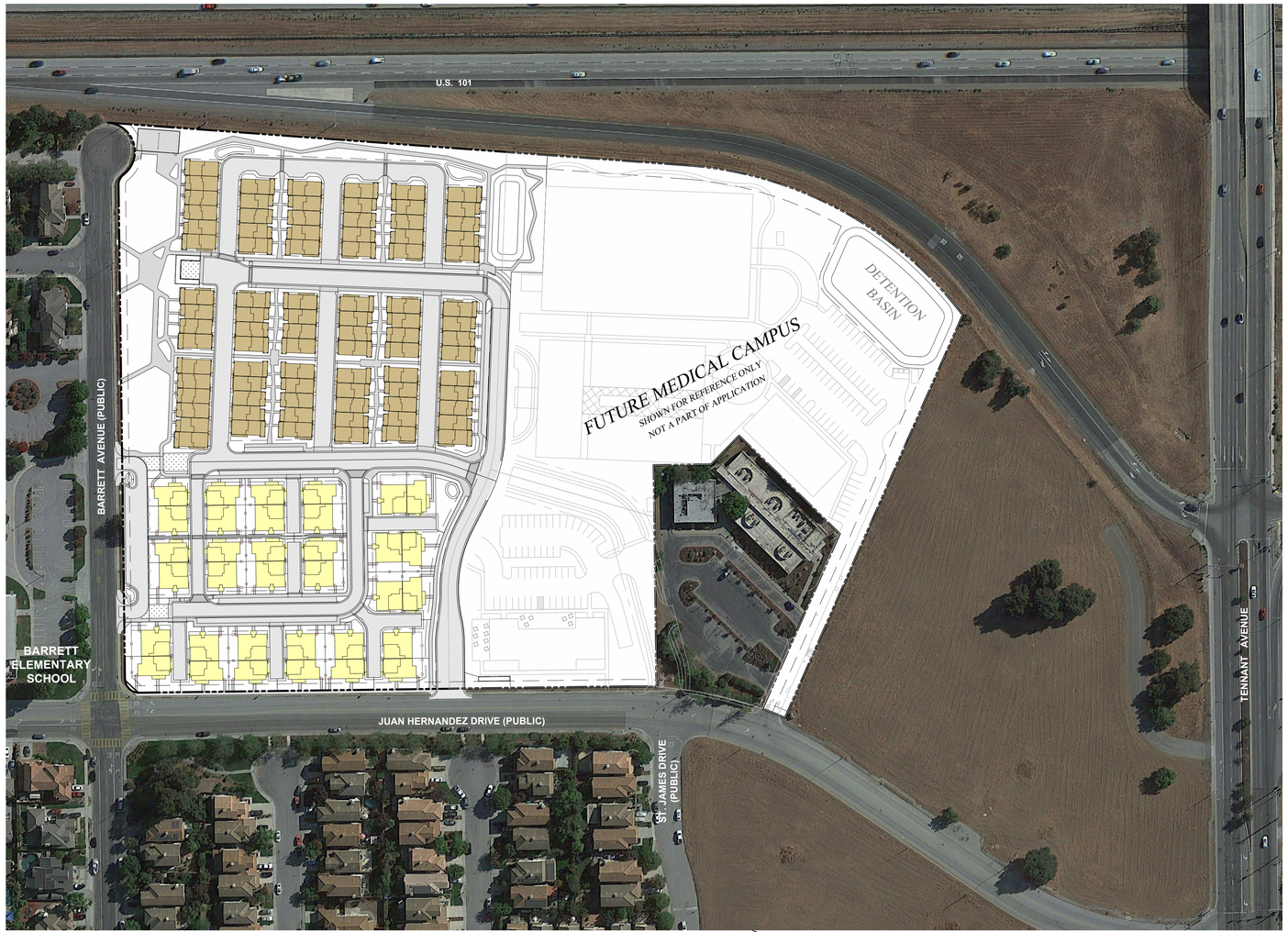
APPLICANT: BROOKFIELD PROPERTIES
12657 ALCOSTA BLVD, SUITE 250
SAN RAMON, CA 94583
ATTN: JOE GUERRA
JOE.GUERRA@BROOKFIELDRP.COM

ARCHITECT: KTGY
1814 FRANKLIN STREET, SUITE 400
OAKLAND, CA 94612
ATTN: AMANDA MAZZEI
AMAZZEI@KTGY.COM

CIVIL ENGINEER: RJA
8055 CAMINO ARROYO
GILROY, CA 95020
(408) 848-0300
ENGINEER: WILL LINK, P.E., RCE #85625 (WLINK@RJA-GPS.COM)
PLANNER: ROSS DOYLE (RDOYLE@RJA-GPS.COM)

PROPERTY OWNER: BFH CM LLC, A DELAWARE LIMITED LIABILITY COMPANY
12657 ALCOSTA BLVD, SUITE 250
SAN RAMON, CA 94583
ATTN: JOE GUERRA
JOE.GUERRA@BROOKFIELDRP.COM

| Sheet List Table | |
|---|---|
| Sheet Number | Sheet Title |
| DR-01 | TITLE SHEET |
| DR-02 | EXISTING CONDITIONS |
| DR-03 | COMPLIANCE EXHIBIT |
| DR-04 | PRELIMINARY UTILITIES |
| DR-05 | DEVELOPMENT STANDARDS |
| DR-06 | DEVELOPMENT STANDARDS |




LOCATION MAP
1"=100'

## GENERAL INFORMATION

1. PROPOSED CONTOURS AND GRADES IN THIS PLAN SET ARE PRELIMINARY. FINISH GRADING IS SUBJECT TO FINAL DESIGN.
2. LOT NUMBERS ARE FOR IDENTIFICATION PURPOSES ONLY AND ARE NOT INTENDED AS FINAL.
3. ALL GRADING WILL BE DONE IN CONFORMANCE WITH THE RECOMMENDATIONS AND CONDITIONS OF THE GEOTECHNICAL ENGINEER, THE CITY OF MORGAN HILL STANDARDS AND SPECIFICATIONS, AND APPLICABLE REPORTS REGARDING THIS PROJECT.
4. PROJECT LIES WITHIN FLOOD ZONE X: AREAS OF 0.2% ANNUAL CHANCE OF FLOOD, AREAS OF 1% CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE. (FIRM MAP NUMBER 06085C0607H, EFFECTIVE DATE MAY 18, 2009).
5. FINISHED FLOOR AND PAD ELEVATIONS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN, AS STRUCTURAL SECTIONS OF FOUNDATIONS ARE NOT AVAILABLE AT THIS TIME.
6. THE UTILITY PIPE SIZES AND CONNECTIONS SHOWN ON THIS MAP ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
7. PROPOSED STORM DRAIN AND RETENTION SYSTEM IS PRELIMINARILY DESIGNED TO ACCOMMODATE STORAGE FOR RUNOFF RETENTION AS REQUIRED BY THE CENTRAL COAST RWQCB.
8. EXISTING TOPOGRAPHY IS BASED ON INFORMATION PROVIDED BY OTHERS AND SUPPLEMENTAL FIELD SURVEY PERFORMED BY RJA, DATED MAY 3, 2021.
9. ALL EXISTING ON-SITE PRIVATE DRINKING WATER WELLS TO BE REMOVED.
10. TOWN HOME STYLE CONDOMINIUMS LOTTING SCHEME SHOWN IS PRELIMINARY AND WILL BE REFINED IN THE FUTURE.
11. TOWN HOME CONDOMINIUMS MAY BE FURTHER SUBDIVIDED ON SUBSEQUENT FINAL MAPS
12. BOUNDARY IS RESOLVED PER FIELD SURVEY PERFORMED BY RUGGERI-JENSN-AZAR, DATED JULY 6, 2021.
13. MULTIPLE FINAL MAPS MAY BE FILED ON THE LANDS SHOWN ON THIS PLAN SET; THE PROJECT IS NOT ANTICIPATED TO BE PHASED. HOWEVER, THE APPLICANT RESERVES THE RIGHT TO PHASE THE PROJECT IF DEEMED NECESSARY AS A RESULT OF MARKET CONDITIONS.
14. ALL PROPOSED TRANSFORMERS TO BE SUBSURFACE.

## SITE DATA

- SUBJECT PARCELS: PARCEL D APN 817-09-039
  PARCEL E APN 817-09-041,
  MORGAN HILL, CA
- CURRENT LAND USE: VACANT
- ZONING: MUF (PD)
- GENERAL PLAN: MIXED-USE FLEX
- PROPOSED LAND USE: RESIDENTIAL (34 SINGLE FAMILY DUET LOTS & 86 TOWN HOME STYLE CONDOMINIUMS)
- BUILDOUT TABULATION

| | |
|---|---|
| GROSS AREA: | 17.98± AC |
| NET RESIDENTIAL AREA: | 10.04±AC |
| PROPOSED UNIT COUNT: | 120 DU |
| PROPOSED RESIDENTIAL DENSITY: | 11.95 DU/AC |
| MAXIMUM ALLOWABLE DENSITY: | 24 DU/AC |

- OFF-SITE UTILITIES:

| | |
|---|---|
| WATER | CITY OF MORGAN HILL |
| SANITARY SEWER | CITY OF MORGAN HILL |
| STORM DRAIN | CITY OF MORGAN HILL |
| GAS & ELECTRIC | PG&E |
| TELEPHONE | VERIZON |

- ON-SITE UTILITIES:

| | |
|---|---|
| WATER | CITY OF MORGAN HILL |
| SANITARY SEWER | PRIVATE |
| STORM DRAIN | PRIVATE |
| GAS & ELECTRIC | PG&E |
| TELEPHONE | VERIZON |

## PROJECT DATA

THIS IS A RESIDENTIAL PROJECT CONSISTING OF 120 NEW HOMES:
- 34 DUET STYLE SINGLE FAMILY LOTS
- 86 TOWNHOME-STYLE CONDOMINIUMS

IN-TRACT IMPROVEMENTS CONSIST OF THE FOLLOWING ELEMENTS:
- PRIVATE CIRCULATION NETWORK INCLUDING STREETS, ALLEYS, UTILITIES, AND LANDSCAPING.
- ACTIVE AND PASSIVE PARK/OPEN SPACE WITH AMENITIES.

OFF-SITE IMPROVEMENTS CONSIST OF THE FOLLOWING:
- CONSTRUCTION OF DRIVEWAY APPROACHES, UTILITY CONNECTIONS, AND SIDEWALK SEPARATION ALONG THE JUAN HERNANDEZ DRIVE FRONTAGE.

## ABBREVIATIONS

| | |
|---|---|
| BNDY | BOUNDARY |
| CL | CENTER LINE |
| DU | DWELLING UNIT |
| DWY | DRIVEWAY |
| EVAE | EMERGENCY VEHICLE ACCESS EASMENT |
| EX | EXISTING |
| FF | FINISH FLOOR ELEVATION |
| GB | GRADE BREAK |
| HP | HIGH POINT |
| IEE | INGRESS EGRESS EASEMENT |
| INV | INVERT |
| LP | LOW POINT |
| LSE | LANDSCAPE EASEMENT |
| PAE | PUBLIC ACCESS EASEMENT |
| PSDE | PUBLIC STORM DRAIN EASEMENT |
| PSE | PUBLIC SERVICE EASEMENT |
| R/W | RIGHT-OF-WAY |
| SD | STORM DRAIN |
| SDFI | STORM DRAIN FIELD INLET |
| SDMH | STORM DRAIN MANHOLE |
| SF | SQUARE FEET |
| SS | SANITARY SEWER |
| SSMH | SANITARY SEWER MANHOLE |
| SWK | SIDEWALK |
| TC | TOP OF CURB |
| TDC | TOP OF DEPRESSED CURB |
| TFC | TOP OF FLUSH CURB |
| TMC | TOP OF MODIFIED CURB |
| W | WATER |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DESIGN REVIEW
TITLE SHEET
ROSEWOOD
MORGAN HILL, CALIFORNIA

SCALE: AS SHOWN
DATE: APRIL 18, 2022

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|

SHEET
DR-01
OF 6 SHEETS

JOB NO.
212006

PLOT DATE: April 19, 2022
FILE PATH: W:\Jobs 21\212006 - Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Design Review\DR01 - TITLE SHEET.dwg

## LEGEND

- PROJECT BOUNDARY
- EXISTING LOTLINE
- CENTER LINE
- SANITARY SEWER
- STORM DRAIN
- EXISTING CONTOUR
- EXISTING TREE TO BE REMOVED

## NOTES:

1. ALL EXISTING UTILITIES IN BARRETT AVENUE AND JUAN HERNANDEZ ARE TO REMAIN.
2. THE LOCATION OF ANY EXISTING UNDERGROUND UTILITIES, PIPES, AND/OR STRUCTURES SHOWN HEREON ARE BASED ON OBSERVABLE EVIDENCE AND/OR RECORD INFORMATION OBTAINED FROM THE CITY OF MORGAN HILL.
3. PLEASE SEE ARBORIST'S REPORT AND TREE REMOVAL EXHIBIT FOR ADDITIONAL TREE REMOVAL INFORMATION.

## DEMOLITION NOTES:

1. EX CURB & GUTTER TO BE REMOVED
2. EX SWK TO BE REMOVED

## Site Information

| | |
|---|---|
| Address | Parcel D APN 817-09-039<br>Parcel E APN 817-09-041<br>Morgan Hill, CA |
| General Plan | Mixed-Use Flex |
| Zoning | MUF (PD) |
| Gross Area | ±17.98 ac |

0 50 100 150

SCALE IN FEET: 1"= 50'


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DESIGN REVIEW
EXISTING CONDITIONS
ROSEWOOD
MORGAN HILL, CALIFORNIA

| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
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| | | | | |

SHEET
DR-02
OF 6 SHEETS

JOB NO.
212006

PLOT DATE: April 18, 2022
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# COMPLIANCE NOTES

A8 A9 A10 A17 SEE LANDSCAPE ARCHITECTURE SHEETS
A24 A38

A23 A25 A26 A27 SEE ARCHITECTURE SHEETS
A28 A30 A31 A32
A35 A36 A39 A40
A41 A17

B51 PER THE APPROVED MASTER PLANNED DEVELOPMENT (PD), STREET A WILL BE BUILT WITH THIS PROJECT AND WILL SHARE ACCESS WITH THE FUTURE SOUTHERLY ADJOINING FUTURE MEDICAL CAMPUS.

B47

B57 B58 B59 B60 SEE SHEET DR-04

A1 SEE UNITS LABELED 'BMR'

A14 PARKING PROVIDED AS FOLLOWS:

MULTI-FAMILY

| | |
|---|---|
| COVERED | 172 |
| GUEST | 33 (29 ON SITE + 4 SHARED)* |

SINGLE FAMILY

| | |
|---|---|
| COVERED | 68 |
| GUEST | 34 (25 ON SITE + 9 SHARED) |
| | 307 |

*INCLUSIVE OF ADA AND EV STALLS

NOTE:
IN-RESIDENCE PARKING RATIOS ARE AS SHOWN ON THE CONCEPTUAL SITE PLAN AS DISCUSSED WITH CITY STAFF ON APRIL 19, 2021.

A12 SEE TREE REMOVAL EXHIBIT

A13 SEE SHEETS DR-05 AND -06

A33 SEE PHOTOMETRIC PLAN

A45 A46 SEE JOINT TRENCH INTENT PLANS

## PD MASTER PLAN DEVELOPMENT STANDARDS A3

| Development Aspect | Parameter |
|---|---|
| Minimum Lot Size | 10,000 square feet |
| Minimum Lot Dimensions | 100-foot width; 100-foot depth |
| Maximum building coverage | 50% |
| Minimum setbacks (front, rear, side, street) [1] | 25, 0, 0, 15 feet (respectively) |
| Maximum height (exceptions 18.56.020) | Residential/Office – **3 stories or 35 feet**<br>**Hospital – 4 stories or 55 feet** |
| Floor Area Ratio | **0.5 w/ Mixed Use Flex (MU-F)** |
| Signs | Per Section 18.88 |
| Lighting | Per Section 18.72.060.G |
| Landscaping | Per Section 18.64 |
| On-Site Parking | Per Section 18.72 [2] |
| Retail | 1 space per 250 square feet of net floor area |
| Restaurant (sit down) | 1 space per 100 square feet of net floor area |
| Medical Office | 1 space per 200 square feet of net floor area |
| Residential (multi-family) | 1 bedroom unit – 1 covered<br>**2** bedroom unit – 1 covered and 1 uncovered per unit |
| Guest Parking | 1 per 3 units **(shared with Medical Office use)** |
| Electrical Vehicle Parking | 1 per 25 to 49 automobile spaces, 2 per 50 to 100 automobile spaces, plus 1 per 50 ratio over 100 automobile spaces |
| Non-Residential Bicycle Parking | 10% of automobile spaces; long term (enclosed); 5% of automobile spaces |
| Residential Bicycle Parking | 10% of automobile spaces; long-term (enclosed), 1 per 5 units |

NOTE:
[1] Outdoor seating, courtyards, and other publicly-accessible spaces **may occupy** the front setback. Residential porches and similar entry features may project **ten** feet into the front setback.
[2] Unless otherwise modified in this table.

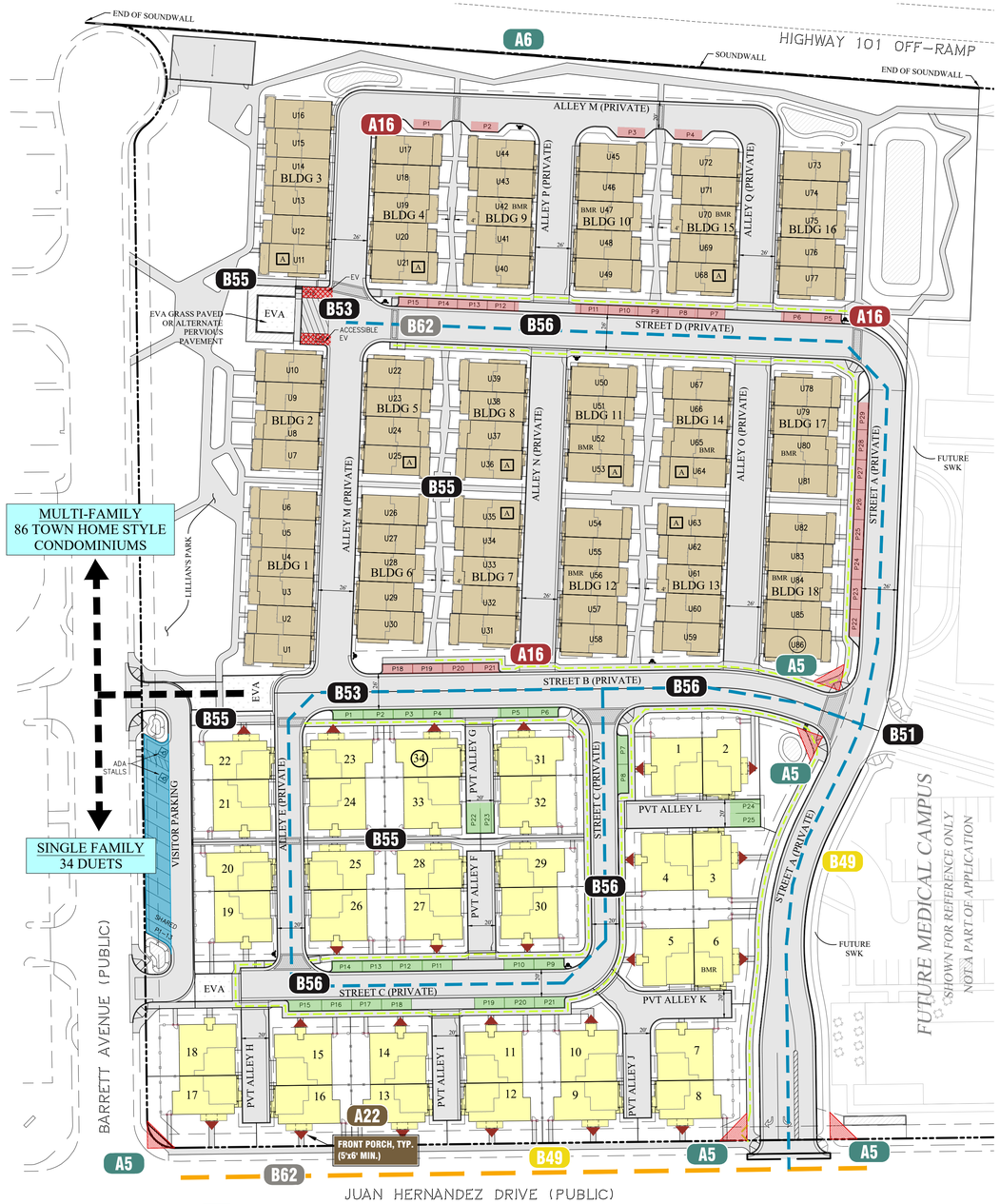
## PD SINGLE FAMILY DEVELOPMENT STANDARDS A3

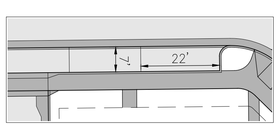
| Development Aspect | Parameter |
|---|---|
| Minimum Lot Size (Single Family Residential) | 1,000 square feet |
| Minimum Lot Dimensions | 22-foot width; 45-foot depth |
| **Floor Area Ratio** | 0.5 w/ Mixed Use Flex (MU-F) |
| Minimum Setbacks (front, rear, interior side, street side) | **5 or N/A,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

NOTE:
[1] A setback of zero feet is acceptable on one side yard; provided, that the sum of both side yard setbacks is at least eight feet
[2] Roof elements with minimum 5:12 roof pitch may exceed the building plate height by up to eight feet.
[3] Unless otherwise modified in this table.
[4] These guest spaces may include a combination of driveway parking, alley parking, on-street parking in front of the residence, and designated guest parking spaces.

## SINGLE FAMILY LOTS

| Lot | Area (sqft) | Lot Width | Lot Depth |
|---|---|---|---|
| 1 | 3,160 | 50' | 65' |
| 2 | 4,930 | 42' | 61' |
| 3 | 3,170 | 50' | 60' |
| 4 | 2,980 | 50' | 60' |
| 5 | 3,030 | 50' | 60' |
| 6 | 2,800 | 47' | 60' |
| 7 | 3,330 | 56' | 70' |
| 8 | 3,220 | 45' | 70' |
| 9 | 2,850 | 45' | 60' |
| 10 | 3,290 | 50' | 60' |
| 11 | 2,980 | 50' | 60' |
| 12 | 2,850 | 45' | 60' |
| 13 | 2,850 | 45' | 60' |
| 14 | 2,980 | 50' | 60' |
| 15 | 3,060 | 50' | 60' |
| 16 | 2,850 | 45' | 60' |
| 17 | 3,530 | 53' | 64' |
| 18 | 3,190 | 50' | 64' |
| 19 | 3,140 | 52' | 61' |
| 20 | 2,210 | 36' | 61' |
| 21 | 2,790 | 46' | 61' |
| 22 | 2,450 | 40' | 61' |
| 23 | 2,280 | 38' | 60' |
| 24 | 2,730 | 46' | 60' |
| 25 | 2,160 | 36' | 60' |
| 26 | 2,850 | 48' | 60' |
| 27 | 2,860 | 48' | 60' |
| 28 | 2,260 | 36' | 60' |
| 29 | 2,470 | 36' | 66' |
| 30 | 3,130 | 48' | 66' |
| 31 | 2,460 | 38' | 66' |
| 32 | 3,050 | 46' | 66' |
| 33 | 2,780 | 46' | 60' |
| 34 | 2,290 | 38' | 60' |




A15 TYPICAL PARKING DIMENSIONS (26' STREET WIDTH)

A15 TYPICAL PARKING DIMENSIONS (20' STREET WIDTH)

## LEGEND

- A — ADA UNIT
- BASIN
- PROJECT BOUNDARY
- LOT LINE OR R/W
- FACE OF CURB
- BROADBAND CONDUIT (IN-TRACT)
- BROADBAND CONDUIT (PUBLIC R/W)
- STREET-SIDE SIDEWALK
- BMR — BELOW MARKET RATE UNIT
- OPEN PARKING STALLS (GREEN-SINGLE FAMILY, RED-MULTI=FAMILY, BLUE-SHARED)

0 50 100 150
SCALE IN FEET: 1"= 50'

### A. DEVELOPMENT SERVICES REQUIREMENTS

**AFFORDABLE HOUSING AND ACCESSORY DWELLING UNITS**

- A1 COMPLIANCE WITH INCLUSIONARY HOUSING ORDINANCE
- ~~A2 ACCESSORY DWELLING UNITS COMPLY WITH MHMC CHAPTER 18.84~~

**SITE PLANNING**

- A3 COMPLIES WITH APPLICABLE ZONING
- A4 ORIENTATION TO AN EXISTING STREET (COLLECTOR OR ARTERIAL)
- A5 INTERSECTION SIGHT DISTANCE/CLEAR VISION TRIANGLE
- A6 SOUND WALLS INCORPORATED INTO PROJECT DESIGN PER ACOUSTICAL REPORT
- ~~A7 PROJECT COMPLIES WITH AGRICULTURAL BUFFER CRITERIA~~
- A8 ON-SITE RECREATIONAL AMENITIES ARE PROVIDED PER SIZE/TIER TABLE
- A9 LANDSCAPING AND IRRIGATION PLANS COMPLY WITH MHMC CHAPTER 18.148
- A10 LANDSCAPING PLAN COMPLIES WITH MHMC SECTION 18.64.040
- ~~A11 COMPLIANCE WITH WILDLAND-URBAN INTERFACE FIRE AREA GUIDELINES~~
- A12 TREES TO BE REMOVED (MHMC CHAPTER 12.32) ARE IDENTIFIED FOR MITIGATION + APPLICATION IS MADE FOR TREE REMOVAL PERMIT
- A13 USEABLE PRIVATE AND COMMON OPEN SPACE MEET BY-UNIT TYPE MINIMUM AREA

**PARKING IMPROVEMENTS**

- A14 ON-SITE PARKING PROVIDED PER MHMC 18.72.030
- A15 PARKING DESIGN/STANDARDS COMPLY WITH MHMC 18.72.060
- A16 MULTI-FAMILY PARKING DISPERSED THROUGHOUT PROJECT AND SCREENED FROM STREETS
- A17 MULTI-FAMILY PROJECTS (5+ UNITS) PROVIDE BICYCLE PARKING PER MHMC 18.72.080
- A18 PROJECTS WITH 6+ SPACES, LIGHTING INFORMATION IS PROVIDED PER MHMC 18.72.060.G
- ~~A19 PROJECTS WITH 6+ SPACES DEMONSTRATE PARKING LOT SCREENING AND LANDSCAPING PER MHMC SECTIONS 18.72.060.I AND 18.72.070~~
- ~~A20 PARKING LOTS WITH 30+ SPACES INCLUDE A PEDESTRIAN WALKWAY PER MHMC 18.72.060.H~~
- ~~A21 PARKING LOTS WITH 25+ SPACES INCLUDE EV SPACES PER MHMC SECTION 18.72.040.C~~

**ARCHITECTURAL DESIGN FEATURES**

- A22 50% OF HOMES FACING A STREET OR COMMON INTERIOR COURTYARD INCLUDE A FRONT PORCH (5'X6' MIN)
- A23 25% OF HOMES FACING A STREET, ALLEY OR COMMON INTERIOR COURTYARD INCLUDE A BALCONY (4'X6' MIN)
- A24 ALL FENCES AND WALLS DESIGNED FOR SCREENING PURPOSES SHALL BE OF SOLID MATERIAL
- A25 360° ARCHITECTURE: PROJECT INCLUDES AT LEAST TWO DETAILS IDENTIFIED IN OBJECTIVE CRITERIA CHECKLIST
- A26 EXTERIOR TREATMENTS AND MATERIALS: PROJECT INCLUDES AT LEAST TWO MATERIALS ON ANY BUILDING FACADE PER OBJECTIVE CRITERIA CHECKLIST
- A27 ROOF LINES INCLUDE TWO VARYING ROOF HEIGHTS AND TYPES
- A28 BUILDING BULK IS MINIMIZED BY IMPLEMENTING AT LEAST TWO DESIGN MEASURES PER OBJECTIVE CRITERIA CHECKLIST
- ~~A29 MAXIMUM NUMBER OF UNITS: 7 PER SINGLE FAMILY ATTACHED~~
- A30 SAMPLE COLOR PALETTE COMPLIES WITH OBJECTIVE CRITERIA CHECKLIST
- A31 WINDOW DESIGN COMPLIES WITH OBJECTIVE CRITERIA CHECKLIST
- A32 MIRRORED GLAZING NOT INCLUDED IN PROJECT
- A33 PHOTOMETRIC PLAN COMPLIES WITH EXTERIOR LIGHTING AND ILLUMINATION STANDARDS
- A34 EXTERIOR MECHANICAL AND ELECTRICAL EQUIPMENT SHALL BE SCREENED OR INCORPORATED INTO SITE/BUILDING DESIGN
- A35 PARKING GARAGES PROMINENCE MITIGATED BE AT LEAST ONE MITIGATION PER OBJECTIVE CRITERIA CHECKLIST
- A36 GARAGE DOORS INCLUDE ARCHITECTURAL ELEMENTS THAT COMPLIMENT THE MAIN BUILDING
- ~~A37 DETACHED SINGLE FAMILY PROJECTS PAVED/IMPERVIOUS SURFACES DO NOT EXCEED 50%+ OF THE FRONT AND STREET SIDE AREAS~~
- A38 DECORATIVE PAVEMENT DESIGN TOTALS AT LEAST 10% OF THE PAVED AND/OR LANDSCAPED AREA
- A39 ROOF ELEMENTS OF A MULTI-FAMILY PROJECT IS DESIGNED SUCH THAT NO MORE THAT TWO SIDE-BY-SIDE UNITS ARE COVERED BY ONE UNARTICULATED ROOF.
- A40 BUILDINGS 3+ STORIES SHALL INCLUDE MASSING BREAKS PER THE OBJECTIVE STANDARDS CRITERIA
- A41 BUILDINGS 3+ STORIES TO PROVIDE GROUND-FLOOR ELEVATIONS DISTINCTIVE FROM OTHER STORIES PER OBJECTIVE STANDARDS CRITERIA
- ~~A42 DETAILED TRASH ENCLOSURE PLANS PROVIDED FOR MULTI-FAMILY PROJECTS THAT COMPLY WITH OBJECTIVE STANDARDS CRITERIA~~

### B. ENGINEERING - LAND DEVELOPMENT REQUIREMENTS

**SITE PLANNING**

- ~~B43 PROJECTS ADJACENT TO ARTERIAL STREETS DO NOT INCLUDE WALLS OR FENCES UNLESS REQUIRED BY ACOUSTICAL ANALYSIS +MEDIAN LANDSCAPING~~
- B44 PUBLIC AND PRIVATE STREETS ARE CONSISTENT WITH GP TRANSPORTATION ELEMENT AND STANDARD DETAILS
- B45 UTILITY TRANSFORMERS ARE INSTALLED UNDERGROUND UNLESS PRECLUDED BY PHYSICAL LIMITATIONS + P.S.E.'S ARE PROVIDED
- B46 UTILITY DISTRIBUTION AND SERVICE CONNECTIONS ARE PLACED UNDERGROUND
- B47 WATER METERS ARE LOCATED IN A PUBLIC RIGHT OF WAY OR P.S.E.
- ~~B48 CATEGORY 1 OR 2 STREAM SETBACKS ARE INCLUDED IN THE PROJECT~~
- B49 A 5' PLANTING STRIP (WITH IRRIGATION) IS PROVIDED BETWEEN CURB AND SIDEWALK

**PEDESTRIAN, BICYCLE AND TRANSIT IMPROVEMENTS**

- ~~B50 NEW STREET ALIGNS AND CONNECTS TO EXISTING STREETS INTERSECTING WITH PROJECT BOUNDARY~~
- B51 NEW STREETS EXTEND TO ADJOINING UNDEVELOPED LAND + PUBLIC ACCESS EASEMENTS ARE PROVIDED
- ~~B52 PROJECT PROVIDES OFF-STREET BICYCLE AND PEDESTRIAN CONNECTIONS IN ACCORDANCE WITH THE BIKEWAYS, TRAILS, PARKS AND RECREATION MASTER PLAN.~~
- B53 STREETS INCLUDE DESIGN ELEMENTS FROM THREE DIFFERENT CATEGORIES OF "COMPLETE STREET DESIGN ELEMENTS"
- B54 MULTI-FAMILY: PROJECT INCLUDES AT LEAST TWO ENHANCED BICYCLE AND PEDESTRIAN IMPROVEMENTS CONSISTENT WITH OBJECTIVE CRITERIA CHECKLIST
- B55 INTERNAL PEDESTRIAN CONNECTIONS ARE PROVIDED
- B56 CONTINUOUS SIDEWALKS ARE PROVIDED ON BOTH SIDES OF STREETS

**MUNICIPAL INFRASTRUCTURE**

- B57 WATER SYSTEM PROVIDES LOCAL DISTRIBUTION AND COMPLIES WITH STANDARD DETAILS AND DESIGN STANDARDS
- B58 WASTEWATER SYSTEM PROVIDES LOCAL DISTRIBUTION AND COMPLIES WITH STANDARD DETAILS AND DESIGN STANDARDS
- B59 STORM DRAIN SYSTEM DESIGNED TO MEET THE NEEDS OF A 10-YEAR EVENT; DETENTION SIZED FOR A 25-YEAR EVENT; STREETS FOR A 100-YEAR EVENT
- B60 PROJECT COMPLIES WITH CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD CENTRAL COAST REGION REQUIREMENTS
- ~~B61 PROJECTS IN A FLOOD PLAIN COMPLY WITH MHMC CHAPTER 16.08~~
- B62 BROADBAND CONNECTIVITY IS INSTALLED PER OBJECTIVE STANDARDS CHECKLIST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SHEET
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OF 6 SHEETS

JOB NO.
212006

PLOT DATE: April 19, 2022 — Lillian Commons, Morgan Hill\Drawings\Prelim\Applications\Design Review\DR03 – COMPLIANCE EXHIBIT.dwg
FILE PATH: W:\Jobs 21\212006

## UTILITY CROSSINGS

1. BOTTOM OF W: 335.7 TOP OF SD: 333.6 CLEARANCE: 2.1'
2. BOTTOM OF SD: 334.3 TOP OF SS: 333.5 CLEARANCE: 0.8'
3. BOTTOM OF W: 336.7 TOP OF SD: 334.6 CLEARANCE: 2.1'
4. BOTTOM OF SD: 333.2 TOP OF SS: 332.6 CLEARANCE: 0.6'
5. BOTTOM OF SD: 334.7 TOP OF SS: 331.6 CLEARANCE: 3.1'
6. BOTTOM OF SD: 334.8 TOP OF SS: 334.0 CLEARANCE: 0.8'
7. BOTTOM OF W: 338.3 TOP OF SD: 337.1 CLEARANCE: 1.2'

## UTILITY NOTES

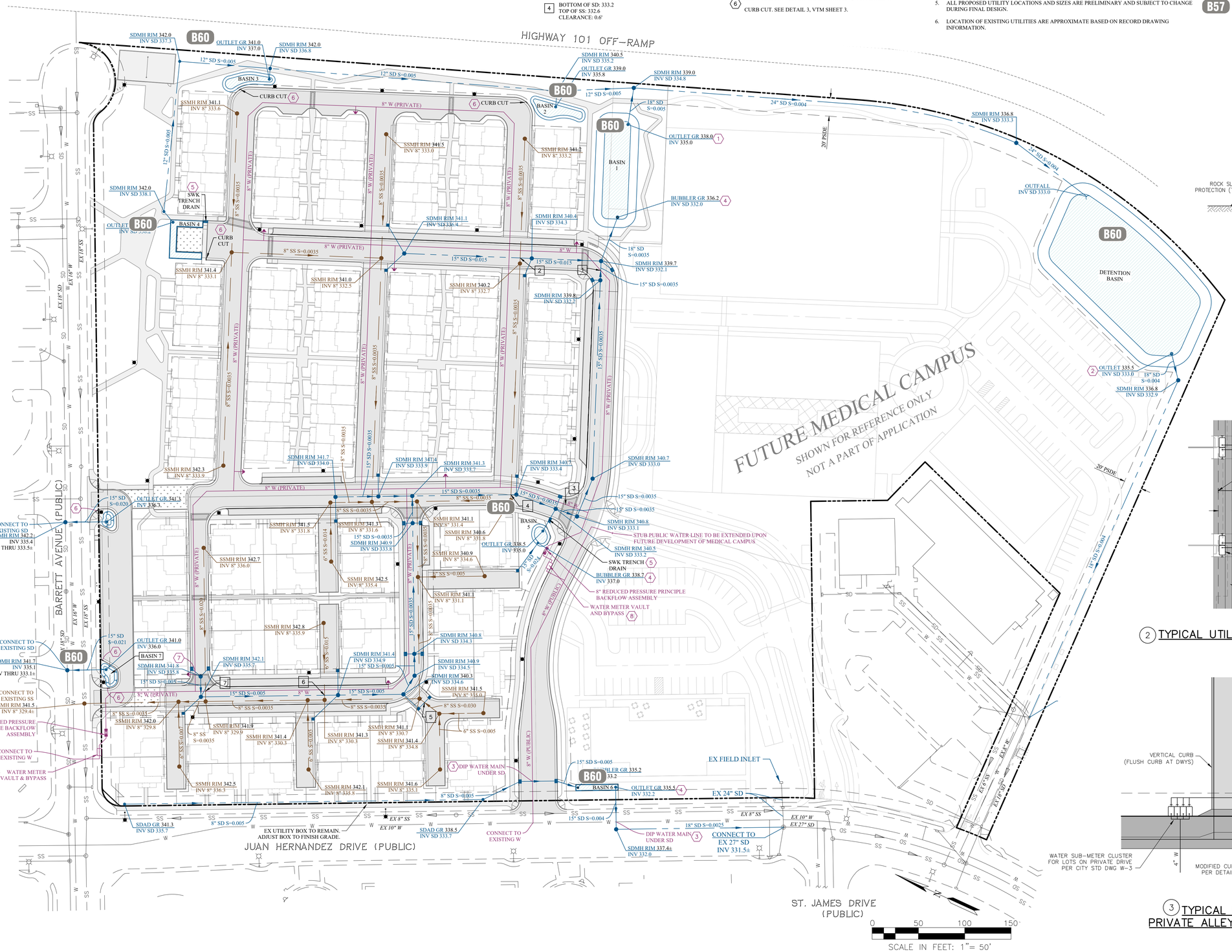
1. BASIN 1 OUTLET STRUCTURE. SEE DETAIL 3, VTM SHEET 8.
2. DETENTION BASIN OUTLET STRUCTURE. SEE DETAIL 4, VTM SHEET 8.
3. DIP WATER UNDER STORM DRAIN MAIN. NO WATER JOINTS WITHIN 10' OF STORM DRAIN. MAINTAIN 1' MINIMUM CLEARANCE.
4. BUBBLER. SEE DETAIL 1, THIS SHEET.
5. SIDEWALK TRENCH DRAIN. SEE DETAIL 4, VTM SHEET 3.
6. CURB CUT. SEE DETAIL 3, VTM SHEET 3.

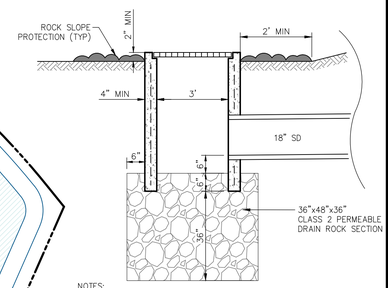
## GENERAL NOTES

1. WATER AT ALL TIMES SHALL MAINTAIN 10' HORIZONTAL CLEARANCE AND 1' VERTICAL CLEARANCE ABOVE SANITARY SEWER UTILITIES.
2. STORM DRAIN IS PRIVATE AND SHALL BE PRIVATELY MAINTAINED BY THE HOA.
3. SANITARY SEWER IS PRIVATE AND SHALL BE PRIVATELY MAINTAINED BY THE HOA.
4. WATER MAINS IN STREET A (FROM JUAN HERNANDEZ DRIVE TO STREET B) ARE PUBLIC AND SHALL BE OWNED AND MAINTAINED BY THE CITY OF MORGAN HILL. ALL OTHER PROPOSED WATER MAINS ARE PRIVATE AND SHALL BE MAINTAINED BY THE HOA.
5. ALL PROPOSED UTILITY LOCATIONS AND SIZES ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
6. LOCATION OF EXISTING UTILITIES ARE APPROXIMATE BASED ON RECORD DRAWING INFORMATION.

## UTILITY LEGEND & ABBREVIATIONS

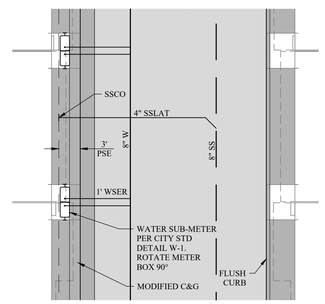
| PROPOSED | | EXISTING |
|---|---|---|
| | EDGE OF PAVEMENT | |
| B59 | STORM DRAIN | |
| B58 | SANITARY SEWER | |
| B57 | WATER | |
| | MANHOLE | |
| | INLET | |
| | BUBBLER | |
| | OUTFALL | |
| | FIRE HYDRANT | |
| | PRIVATE STREET LIGHT | |
| | PUBLIC STREET LIGHT | |
| SD | STORM DRAIN | |
| SDAD | STORM DRAIN AREA DRAIN | |
| SDMH | STORM DRAIN MANHOLE | |
| SS | SANITARY SEWER | |
| SSMH | SANITARY SEWER MANHOLE | |
| S | SLOPE | |
| INV | INVERT ELEVATION | |
| W | WATER SERVICE | |



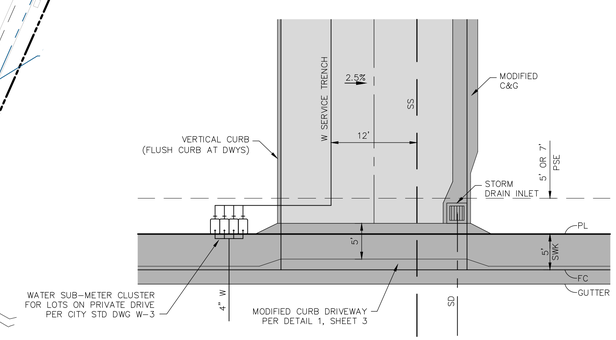




NOTES:
1. DRAIN INLET SHALL BE OPEN BOTTOM 2'x3' PRECAST OR CAST-IN-PLACE INLET WITH #4 REBAR AT 12" ON CENTER EACH WAY, OR APPROVED EQUAL.

1 BUBBLER INLET
NO SCALE




2 TYPICAL UTILITY LAYOUT–PRIVATE ALLEY
NO SCALE




3 TYPICAL UTILITY LAYOUT AT PRIVATE ALLEY INTERSECTION – DUETS
NO SCALE
B47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PRELIMINARY UTILITIES PLAN
ROSEWOOD
MORGAN HILL, CALIFORNIA

| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|
| | | | | |

SHEET
DR-04
OF 6 SHEETS

JOB NO. 212006

PLOT DATE: April 19, 2022
FILE PATH: W:\Jobs 2\212006 – Lillian Commons, Morgan Hill\Drawings\Preim\Applications\Design Review\DR04 – PRELIMINARY UTILITIES.dwg

## MULTIFAMILY LAYOUT

**SCALE 1" = 40'**

**MULTIFAMILY STANDARDS (BUILDINGS 1-18)**
Planned Development Master Plan Development Standards

| Metric | Standard | Compliance |
|---|---|---|
| Lot Area (sqft) | 10,000 min | yes |
| Lot Width (min) | 100' | yes |
| Lot Lot Depth (min) | 100' | yes |
| Lot Coverage (max) | 50% | yes |
| FAR (max) | 50% | n/a* |
| Height (max) | 35' | yes** |
| Setbacks (min) | | |
| Front | 25' or n/a | yes |
| Interior Side | 0' | yes |
| Street Side | 15' | yes*** |
| Rear | 0' | yes |

* FAR applies to medical campus only, per April 19, 2021 discussion with City staff.
** Application includes a minor exception for maximum 38.5- foot building height.
*** When distance is measured from building to street centerline (centerline is coincident with proposed property line).

LEGEND
- Lillian's Park (1.99 ac)
- Private Open Space for Multifamily (0.27 ac)
- Common Open Space for Multifamily (0.42 ac)

**AREA CALCULATION:**

| | | | |
|---|---|---|---|
| ***Site Area (gross)*** | ***10.04*** | ***acres*** | ***437,485 sf*** |
| Roads (Incl. adjacent swk) | 2.98 | acres | 129,831 sf |
| Visitor Parking Lot along Barrett | 0.20 | acres | 8,630 sf |
| ***Site Area (net)*** | ***6.86*** | ***acres*** | ***299,024 sf*** |

| | | |
|---|---|---|
| Site Area (net) | 299,024 | sf |
| Max allowed Coverage (50%) | 149,512 | sf |

| ***Coverage calculations*** | ***Footprint SF*** | ***# in site*** | ***Total Gross SF*** |
|---|---|---|---|
| Duets | | | |
| P1 | 1,380 | 17 | 23,460 |
| P2 (with ADU potential) | 1,610 | 17 | 27,370 |
| Townhouse (Multi-family) | | | |
| 4-plex | 4,100 | 6 | 24,600 |
| 5-plex | 5,066 | 10 | 50,660 |
| 6-plex | 6,095 | 2 | 12,190 |
| *Residential Footprint SF* | | *18* | *138,280* |
| *Coverage (NLA)* | | | *46%* |

**OPEN SPACE**.

**REQUIRED:**

| **Duets** | | |
|---|---|---|
| **Required per Table 18.40-4** | **Per du** | **Total sf** |
| Private Open Space | 150 sf | 5100 sf |
| Common Open Space | 150 sf | 5100 sf |
| **Sub-total** | | **10200 sf** |
| *Notes:* | | |
| *1. Average lot size is 2,911 SF* | | |

| **Townhouse (Multi-family)** | | |
|---|---|---|
| *Townhouse (Multi-family) site [1]* | *196,639 sf* | |
| **Required per Table 18.40-3** | **Per du** | **Total sf** |
| Private Open Space (50% of du) | 48 sf | 2064 sf |
| Common Open Space (15% of site) | | 29496 sf |
| **Sub-total** | | **31560 sf** |
| *Notes:* | | |
| *1. Multi-family site is the multi-family parcel area minus Lillian's Park* | | |

**PROVIDED:**

| **Duets** | | |
|---|---|---|
| Private Open Space[1,2] | 13872 sf | 408 sf/du |
| Common Open Space | 1620 sf | |
| Common Open Space Provided in Lillians Park | 3480 sf | |
| Sub-total Common Open Space | 5100 sf | 59 sf/du |
| **Total (Private + Common Open Space)** | **18972 sf** | **558 sf/du avg** |
| *Notes:* | | |
| *1. Plan P1 Rear Yard = 300 SF (17 P1 units = 5,100 SF)* | | |
| *2. Plan P2 Rear Yard = 540 SF (17 P2 units = 9,180 SF)* | | |

| **Townhouse (Multi-family)** | | |
|---|---|---|
| Private Open Space[1,2,3] | 10966 sf | 128 sf/du |
| Common Open Space | 18230 sf | |
| Common Open Space Provided in Lillians Park | 11266 sf | |
| sub-total | 29496 sf | 15% of TH site |
| **Total (Private + Common Open Space)** | **40462 sf** | **2315 sf/du avg** |
| *Notes:* | | |
| *1. Plan P1 Balcony = 131 SF (22 P1 units = 2,882 SF)* | | |
| *2. Plan P2 Balcony = 110 SF (28 P2 units = 3,080 SF)* | | |
| *3. Plan P3 Balcony = 139 SF (36 P3 units = 5,004 SF)* | | |

**Common Open Space Areas Provided within Lillian's Park:**

| | |
|---|---|
| Duets | 3480 sf |
| Townhouse (Multi-family) | 11266 sf |
| Sub-total | **14746** sf |

**0.339 acres required of the 1.99 total park area**

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DESIGN REVIEW
DEVELOPMENT STANDARDS
ROSEWOOD
MORGAN HILL, CALIFORNIA

| SCALE | DATE |
|---|---|
| AS SHOWN | APRIL 18, 2022 |

| DATE | MK | SHEET REVISIONS | BY | CK |
|---|---|---|---|---|

SHEET
DR-05
OF 6 SHEETS

JOB NO.
212006

## DUET SITE LAYOUT
**SCALE 1" = 30'**

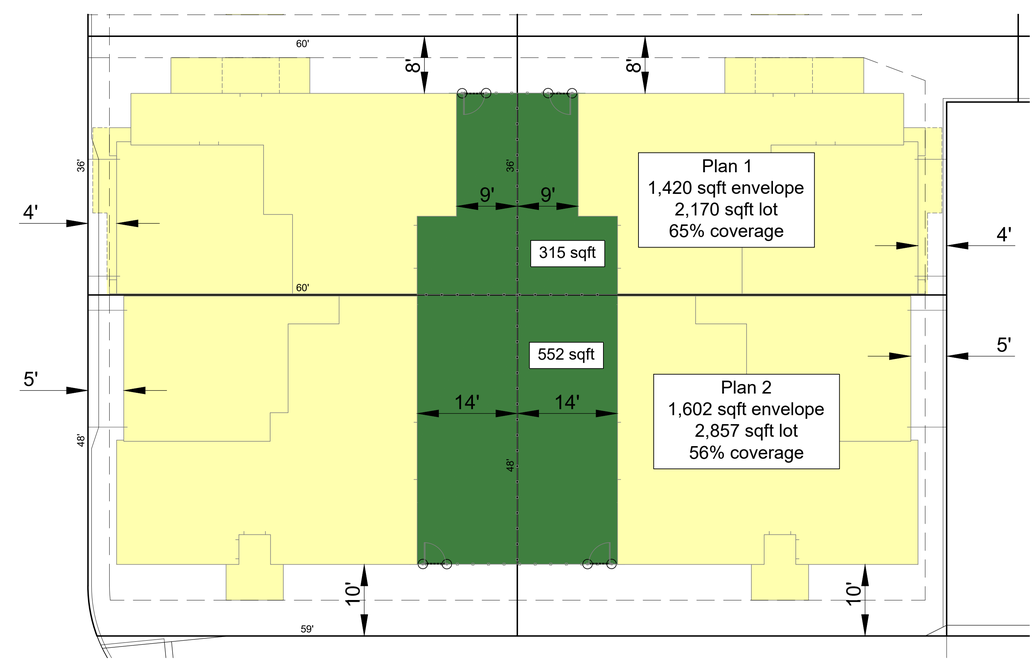
**DUETS STANDARDS (LOTS 1-34)**
Planned Development Master Plan Standards

| Metric | Standard | Compliance |
|---|---|---|
| Lot Area (sqft) | 1,000 min | yes |
| Lot Width (min) | 22' | yes |
| Lot Lot Depth (min) | 45' | yes |
| Lot Coverage (max) | - | yes* |
| FAR (max) | 50% | n/a* |
| Height (max) | 35' | yes |
| Setbacks (min) | | |
| Front | 5' or n/a | yes |
| Interior Side | 0' or 3' | yes |
| Street Side | 5' | yes |
| Rear | 5' or n/a | yes |

* Per a discussion with City staff on April 19, 2021, FAR applies to the future medical facility. A site-wide building coverage of 50 percent applies to the residential component. See sheet DR-05 for coverage calculations.

LEGEND
- Lillian's Park (1.99 ac)
- Private Open Space for Duets (0.34 ac)
- Common Open Space for Duets (0.04 ac)

## DUET ENLARGEMENT
**SCALE 1" = 10'**

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DESIGN REVIEW
DEVELOPMENT STANDARDS
ROSEWOOD
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SCALE: AS SHOWN
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|---|---|---|---|---|

SHEET
DR-06
OF 6 SHEETS

JOB NO. 212006

# ROSEWOOD @ Lillian Commons

## DESIGN REVIEW PERMIT

MARCH 2022

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A7.0.0 MATERIAL COLOR SCHEMES

TOWNHOUSE

- 4 PLEX
- 5 PLEX
- 6 PLEX

DUETS

## PROJECT DATA

TOTAL UNITS: 120 du total

### *TOWNHOUSE*

SEE A2.0.0 -A2.7.1 for elevations and building plans

CONSTRUCTION TYPE: TYPE VB
OCCUPANCY: R-2 TOWNHOUSE
FIRE SPRINKLER: NFPA 13D
BUILDING HEIGHT: +/- 38'

| Townhouse | Description | Garage | NSF | Total DU | % | Total NSF |
|---|---|---|---|---|---|---|
| P1 | 4bed/3.5ba | side x side | 1,840 | 22 | 26% | 40,480 |
| P2 | 3bed/3.5ba | side x side | 2,076 | 28 | 33% | 58,128 |
| P3 | 4bed/3.5ba | side x side | 2,098 | 36 | 42% | 75,528 |
| **Sub-total** | | | | **86** | **100%** | **174,136** |
| | | | | | *Avg SF* | *2,025* |
| **Total Livable SF** | | | | | | **248,766** |

### *DUETS*

SEE A3.0.0 -A3.3.0 for elevations and building plans

CONSTRUCTION TYPE: TYPE VB
OCCUPANCY: R-3
FIRE SPRINKLER: NFPA 13D
BUILDING HEIGHT: +/- 28'

| Duets | Description | Garage | NSF | Total DU | % | Total NSF |
|---|---|---|---|---|---|---|
| P1 | 3bed+Loft/2.5ba | side x side | 2,032 | 17 | 50% | 34,544 |
| P2* | 4bed+Loft/3.5ba | side x side | 2,355 | 17 | 50% | 40,035 |
| **Sub-total** | | | | **34** | **100%** | **74,579** |
| | | | | | *Avg SF* | *2,194* |

### *RESIDENTIAL PARKING SUMMARY*

**Residential Parking Summary**

| Required: | Space/du | Total | Sub-total |
|---|---|---|---|
| Duets-Res. (Garage) | 2 | 68 | 240 |
| Townhouse (MF) -Res. (Garage) | 2 | 172 | |
| Duets-Guest | 1 | 34 | 63 |
| Townhouse (MF) -Guest | 0.33 | 28 | |
| **Total** | | | **303** |

| Provided: | Sub-total |
|---|---|
| Garage | 240 |
| Guest | 67 |
| **Total** | **307** |

Handicap accessible spaces — 2 spaces required, 2 spaces provided

Electric vehicle spaces — 2 spaces required, 2 spaces provided

NOTES:

1. Refer to Civil sheets for all property lines, easements, site dimensions, accessible unit locations, etc.

2. Refer to Landscape Sheets for landscape design, dimensions and detailed information.

***A*** -LOCATION OF ACCESSIBLE UNITS

# R2-TOWNHOUSE CONDOMINIUMS (PER CRC): 3-STORY TOWNHOUSE

APPLICABLE CODES:

2019 CALIFORNIA RESIDENTIAL CODE (CRC)
2019 CALIFORNIA BUILDING CODE (CBC) CHAPTER 11A AS REQUIRED PER CRC R320
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
TITLE 24, PART 6, CALIFORNIA ENERGY CODE (2019 EDITION)

| | |
|---|---|
| DEFINITIONS:<br>[ PER CRC R202 ] | TOWNHOUSE: A SINGLE FAMILY DWELLING UNIT CONSTRUCTED IN A GROUP OF THREE OR MORE ATTACHED UNITS IN WHICH EACH UNIT EXTENDS FROM FOUNDATION TO ROOF AND WITH A YARD OR PUBLIC WAY ON AT LEAST TWO SIDES. |
| OCCUPANCY GROUP:<br>(CRC 1.1.3.1) | **R-2** (TOWNHOUSE CONDOMINIUM)<br>U (PRIVATE GARAGES) |
| FIRE SPRINKLERS:<br>(CRC R313) | NFPA 13-D - AS ALLOWED FOR TOWNHOUSES PER CALIFORNIA FIRE CODE SECTION 903.3.1.3 AND CALIFORNIA RESIDENTIAL CODE SECTION R 313.1.1 |
| CONSTRUCTION TYPE: | VB |
| ALLOWABLE HEIGHT: | 40 FEET |
| ALLOWABLE STORIES:<br>(CRC 1.1.3) | 3 STORIES (3 STORIES PROPOSED) |
| ALLOWABLE FLOOR AREA: | THE CRC DOES NOT PUT AREA LIMITATIONS ON TOWNHOUSES |
| TOWNHOUSE UNIT SEPARATION:<br>(CRC R302.2.2) | PER CRC R302.2 EACH TOWNHOUSE CONDOMINIUM SHALL BE SEPARATED BY A COMMON WALL CONSTRUCTED WITHOUT PLUMBING OR MECHANICAL EQUIPMENT, DUCTS OR VENTS RUNNING VERTICALLY IN THE COMMON WALL CAVITY. PER CRC R 302.2 ITEM 7 THE COMMON WALL SHALL BE NOT LESS THAN 1-HOUR FIRE RATED. |
| EXTERIOR WALL RATING:<br>(CRC TABLE R302.1(2)) | FIRE SEPARATION DISTANCE ≥ 3' SHALL BE ZERO (0) (NON-RATED)<br>FIRE SEPARATION DISTANCE < 3' SHALL BE ONE (1) - (1 HOUR)<br>REFER TO ARCHITECTURAL SITE PLAN, A1.0.0 FOR SEPARATION DISTANCES. |
| MAXIMUM AREA OF EXTERIOR WALL OPENINGS:<br>(CRC TABLE R302.1.(2)) | FIRE SEPARATION DISTANCE ≥ 3' SHALL BE UNLIMITED (UNRATED)<br>FIRE SEPARATION DISTANCE < 3' SHALL NOT BE ALLOWED |
| FIRE RESISTIVE RATING REQUIREMENTS FOR PROJECTIONS BASED ON FIRE SEPARATION DISTANCE:<br>(PER CRC TABLE R302.1(2)) | FIRE SEPARATION DISTANCE ≥ 3' SHALL BE ZERO (0) (NON-RATED)<br>FIRE SEPARATION DISTANCE 2' < 3' SHALL BE 1-HOUR ON THE UNDERSIDE<br><br>REFER TO SITE PLAN FOR FIRE SEPARATION DISTANCES |
| UTILITIES APPROACH/ THROUGH PENETRATIONS:<br>(CRC R302.4.1) | ELECTRIC METERS ARE PROPOSED TO BE LOCATED IN COMMON HOA MAINTAINED CLOSETS AT THE END OF EACH BUILDING AND RUN THROUGH THE BUILDING LATERALLY IN A NON-RATED SOFFIT RACEWAY LOCATED IN THE GARAGES, BEFORE TERMINATING AT EACH UNIT. ACCESS EASEMENTS EXIST FOR USE AND MAINTENANCE OF THE UTILITY RACEWAY. THROUGH PENETRATIONS OF THE 1-HOUR RATED COMMON WALL SEPARATING UNITS BY ELECTRICAL LINES SHALL BE PROTECTED IN ACCORDANCE WITH CRC R 302.4.1 & R 302.4.1.2 BY PROVIDING A THROUGH PENETRATION FIRESTOP SYSTEM. |
| ACCESSIBILITY:<br>(PER CRC R320.1) | DWELLING UNITS IN A BUILDING CONSISTING OF FOUR OR MORE CONDOMINIUM UNITS SHALL MEET THE REQUIREMENTS OF CALIFORNIA BUILDING CODE CHAPTER 11A - MULTISTORY DWELLINGS.<br><br>REFER TO SITE PLAN FOR MORE INFORMATION AND LOCATION OF ACCESSIBLE UNITS. MULTI-DWELLING BUILDINGS WITH LESS THAN 4 UNITS ARE EXEMPT FROM ACCESSIBILITY REQUIREMENTS. 10% OF THE REMAINING UNITS THAT ARE NOT EXEMPT MUST BE MADE ACCESSIBLE BASED ON CBC SECTION 1102.3.1 |

# R3-TWO-FAMILY DWELLING UNITS (PER CRC): DUET(FEE SIMPLE)

APPLICABLE CODES:

2019 CALIFORNIA RESIDENTIAL CODE (CRC)
2019 CALIFORNIA BUILDING CODE (CBC)
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
TITLE 24, PART 6, CALIFORNIA ENERGY CODE (2019 EDITION)

| | |
|---|---|
| DEFINITIONS:<br>[ PER CRC R202 ] | DWELLING: ANY BUILDING THAT CONTAINS ONE OR TWO DWELLING UNITS USED, INTENDED, OR DESIGNED TO BE BUILT, USED, RENTED, LEASED, LET OR HIRED OUT TO BE OCCUPIED, OR THAT ARE OCCUPIED FOR LIVING PURPOSES. |
| OCCUPANCY GROUP:<br>(CRC 1.1.3.1) | **R-3**(TWO-FAMILY DWELLINGS)<br>U (PRIVATE GARAGES) |
| FIRE SPRINKLERS:<br>(CRC R313) | NFPA 13-D |
| ALLOWABLE HEIGHT: | 40 FEET |
| ALLOWABLE STORIES:<br>(CRC 1.1.3) | 3 STORIES (2 STORIES PROPOSED) |
| ALLOWABLE FLOOR AREA: | THE CRC DOES NOT PUT AREA LIMITATIONS ON TWO-FAMILY DWELLING UNITS |
| TWO-FAMILY DWELLINGS SEPARATION:<br>(CRC R302.3) | PER CRC R302.3 EACH DWELLING UNIT SHALL BE SEPARATED FROM EACH OTHER BY WALL HAVING NOT LESS THAN A 1-HOUR FIRE-RESISTANCE RATING .FIRE-RESISTANCE-RATED WALL ASSEMBLIES SHALL EXTEND TO AND BE TIGHT AGAINST THE EXTERIOR WALL, AND WALL ASSEMBLIES SHALL EXTEND FROM THE FOUNDATION TO THE UNDERSIDE OF THE ROOF SHEATHING. |
| EXTERIOR WALL RATING:<br>(CRC TABLE R302.1(2)) | FIRE SEPARATION DISTANCE ≥ 3' SHALL BE ZERO (0) (NON-RATED)<br>FIRE SEPARATION DISTANCE < 3' SHALL BE ONE (1) - (1 HOUR)<br>REFER TO ARCHITECTURAL SITE PLAN, A1.0.0 FOR SEPARATION DISTANCES. |
| MAXIMUM AREA OF EXTERIOR WALL OPENINGS:<br>(CRC TABLE R302.1.(2)) | FIRE SEPARATION DISTANCE ≥ 3' SHALL BE UNLIMITED (UNRATED)<br>FIRE SEPARATION DISTANCE < 3' SHALL NOT BE ALLOWED |
| FIRE RESISTIVE RATING REQUIREMENTS FOR PROJECTIONS BASED ON FIRE SEPARATION DISTANCE:<br>(PER CRC TABLE R302.1(2)) | FIRE SEPARATION DISTANCE ≥ 3' SHALL BE ZERO (0) (NON-RATED)<br>FIRE SEPARATION DISTANCE 2' < 3' SHALL BE 1-HOUR ON THE UNDERSIDE<br><br>REFER TO SITE PLAN (SHEET A1.10) FOR FIRE SEPARATION DISTANCES |
| UTILITIES APPROACH: | UTILITY METERS WILL BE LOCATED ON EACH INDIVIDUAL LOT FOR THE DUETS AND THERE WILL BE NO THROUGH PENETRATIONS OF THE RATED WALLS SEPARATING THE TWO-FAMILY DWELLING UNITS. |

# DESIGN STANDARDS:

**22. Front Porches**:
50 percent of homes facing a street or common interior courtyard include a front porch on the ground floor with a minimum size of 6 feet by 5 feet.

**23. Balconies**:
25 percent of homes facing a street, alley or common interior courtyard include a balcony overlooking a common area with a minimum of 6 feet by 4 feet.

**24. Fences**:
All fences and walls designed for screening purposes shall be of solid material. Chain link or chain link with slats is not permitted.

**25. 360 Degree Architecture**:
The project includes two of the following details: Windows, shutters, awnings, bay windows, trellis features, texture variations, stone, brick or other material enhancements.
All facades (sides and rear) must have the level of detail, and maerials (GP Policy CNF-11.16)

**26. Exterior Treatments and Materials**:
At least two materials shall be used on any building facade, in addition to glazing and railings. Any one material must comprise at least 20% of any building facade, excluding windows and railings. A change in material must be offset by a minimum of six inches in depth.
Exterior finish materials should be chosen and applied to not appear artificial as in the case of brick veneer applied on a single building face so that it is obviously ¼ inch thick when viewed from the side, or in the case of a trellis made of 2 inch x 2 inch or 2 inch x 4 inch members. Veneers are required to turn corners, avoiding exposed edges.

**27. Roof Line Variation for three or more units**:
Roofs have been designed to incorporate a minimum of two varying roof heights or types (hip, gable, shed, flat, etc.)

**28. Height and Project Massing**:
Project design minimizes bulk of buildings by limiting building length, or designing buildings with the following special features to break up building bulk, including:
a. Changes in roof form and heights; and
b. Major full-height recesses (At least 10 feet deep for multi-family projects and three feet deep for single-family attached projects) along the length of the building that successfully break the building into smaller discrete masses. (General Plan Policy CNF 11.22)

**29. Separate Structures-Attached Projects**:
Large projects shall be divided into separate structures. The maximum number of units per structure is as follows
a. Single-family Attached: 7 units maximum per structure (General Plan Policy CNF 11.22) 100 percent affordable projects are exempt from this requirement.

**30. Building Colors**:
The project has provided a sample color palette of complementary colors compatible with surrounding neighborhood. The number of colors appearing on any building exterior is limited to no more than four colors or tones of the same color, including trim and accent colors. The use of fluorescent or neon colors is prohibited.

**31. Window Design**:
The window recesses, trim and other window elements have been designed to be substantial in depth to create shadows. The project incorporates at least one of the following window features throughout the project:

a. Minimum depth of at least 1 ½ inches from glass to exterior of trim;

b. Minimum depth of at least six inches from glass to wall edge around windows if there is no trim (this is only appropriate for certain architectural styles such as Spanish Revival or Modern); or,

c. Decorative trim elements that add detail and articulation, such as window surrounds with at least a two-inch depth. They must be designed as an integral part of the design.

**32. Glazing**:
Mirrored glass is prohibited in order to minimize off-site glare and maximize transparency.

**33. Exterior Lighting and Illumination**:
Wall-mounted lights or bollards shall be provided for security purposes. Lights shall be directed down and shielded to avoid glare impacts. The project has demonstrated compliance by submittal of a photometric plan and fixture details.

**34. Equipment Screening**:
All exterior mechanical and electrical equipment shall be screened or incorporated into the design of buildings so as not to be visible from the public-right-of-way, common areas, or contained within an enclosed structure. Equipment to be screened includes, but is not limited to, all roof mounted equipment, air conditioners, heaters, utility meters, cable equipment, telephone entry boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems. Screening materials shell be consistent with the exterior colors and materials of the building, and equipment enclosures have been screened with landscaping. Chain link fencing with wood inserts shall not be used to screen equipment.

**36. Garage Door Design**:
The garage doors proposed within the project feature windows or other architectural design features consistent with the main dwelling, approved by the Development Services Director or designee.

**39. Multi Family Roof Form**:
The roof element of the multi-family project is designed such that no more than two side-by-side units are covered by one unarticulated roof. Articulation may be accomplished by changing roof height, offsets, and direction of slope, and by introducing elements such as dormers, towers, or parapets. Other alternative design approaches that achieve the same goal of breaking down building masses into small individual units may also be acceptable, for example shifting the units in section and varying the design treatment for individual units.
(GP Policy CNF-11.22)

**40. Massing for three story buildings or taller**:
Buildings three stories or taller shall have major massing breaks at least every 100 feet along any street frontage, adjacent public park, publicly accessible outdoor space, or designated open space, through the use of varying setbacks and/or building entries. Major breaks shall be a minimum of 30 inches deep and four feet wide and extend the full height of the building.

**41. Distinct material changes for three story buildings or taller**:
Buildings three stories or taller must provide a ground floor elevation that is distinctive from the upper stories by providing a material change between the first floor and upper floors along at least 75% of the building facade with frontage upon a street, adjacent public park or public open space.

# COLOR SCHEME A

CONCRETE S-ROOF TILE

STONE VENEER

METAL RAILINGS

STUCCO BODY 1
WINDOW TRIM 1

STUCCO BODY 2
WINDOW TRIM 2

STUCCO BODY 3
WINDOW TRIM 3

TRELLIS AND COLUMNS
ENTRY DOOR
GARAGE DOOR
WINDOW TRIM 4

FRONT LEFT PERSPECTIVE

The closet placement will be defined during CD process

LEFT ELEVATION

FRONT ELEVATION


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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 4 PLEX
COLOR SCHEME A

A2.0.0

# DESIGN STANDARDS:

**22. Front Porches**:
50 percent of homes facing a street or common interior courtyard include a front porch on the ground floor with a minimum size of 6 feet by 5 feet.

**23. Balconies**:
25 percent of homes facing a street, alley or common interior courtyard include a balcony overlooking a common area with a minimum of 6 feet by 4 feet.

**24. Fences**:
All fences and walls designed for screening purposes shall be of solid material. Chain link or chain link with slats is not permitted.

**25. 360 Degree Architecture**:
The project includes two of the following details: Windows, shutters, awnings, bay windows, trellis features, texture variations, stone, brick or other material enhancements.
All facades (sides and rear) must have the level of detail, and maerials (GP Policy CNF-11.16)

**26. Exterior Treatments and Materials**:
At least two materials shall be used on any building facade, in addition to glazing and railings. Any one material must comprise at least 20% of any building facade, excluding windows and railings. A change in material must be offset by a minimum of six inches in depth.
Exterior finish materials should be chosen and applied to not appear artificial as in the case of brick veneer applied on a single building face so that it is obviously ¼ inch thick when viewed from the side, or in the case of a trellis made of 2 inch x 2 inch or 2 inch x 4 inch members. Veneers are required to turn corners, avoiding exposed edges.

**27. Roof Line Variation for three or more units**:
Roofs have been designed to incorporate a minimum of two varying roof heights or types (hip, gable, shed, flat, etc.)

**28. Height and Project Massing**:
Project design minimizes bulk of buildings by limiting building length, or designing buildings with the following special features to break up building bulk, including:
a. Changes in roof form and heights; and
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**29. Separate Structures-Attached Projects**:
Large projects shall be divided into separate structures. The maximum number of units per structure is as follows
a. Single-family Attached: 7 units maximum per structure (General Plan Policy CNF 11.22) 100 percent affordable projects are exempt from this requirement.

**30. Building Colors**:
The project has provided a sample color palette of complementary colors compatible with surrounding neighborhood. The number of colors appearing on any building exterior is limited to no more than four colors or tones of the same color, including trim and accent colors. The use of fluorescent or neon colors is prohibited.

**31. Window Design**:
The window recesses, trim and other window elements have been designed to be substantial in depth to create shadows. The project incorporates at least one of the following window features throughout the project:

a. Minimum depth of at least 1 ½ inches from glass to exterior of trim;

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c. Decorative trim elements that add detail and articulation, such as window surrounds with at least a two-inch depth. They must be designed as an integral part of the design.

**32. Glazing**:
Mirrored glass is prohibited in order to minimize off-site glare and maximize transparency.

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**36. Garage Door Design**:
The garage doors proposed within the project feature windows or other architectural design features consistent with the main dwelling, approved by the Development Services Director or designee.

**39. Multi Family Roof Form**:
The roof element of the multi-family project is designed such that no more than two side-by-side units are covered by one unarticulated roof. Articulation may be accomplished by changing roof height, offsets, and direction of slope, and by introducing elements such as dormers, towers, or parapets. Other alternative design approaches that achieve the same goal of breaking down building masses into small individual units may also be acceptable, for example shifting the units in section and varying the design treatment for individual units.
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REAR RIGHT PERSPECTIVE

## COLOR SCHEME A

RIGHT ELEVATION

REAR ELEVATION


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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 4 PLEX
COLOR SCHEME A

A2.0.1

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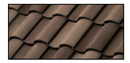
# COLOR SCHEME B


CONCRETE S-ROOF TILE

STONE VENEER

METAL RAILINGS

STUCCO BODY 1
WINDOW TRIM 1

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WINDOW TRIM 2

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TRELLIS AND COLUMNS
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WINDOW TRIM 4

FRONT LEFT PERSPECTIVE

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LEFT ELEVATION

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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 4 PLEX
COLOR SCHEME B

A2.1.0

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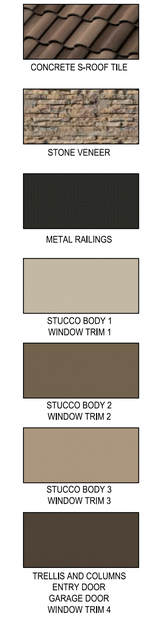
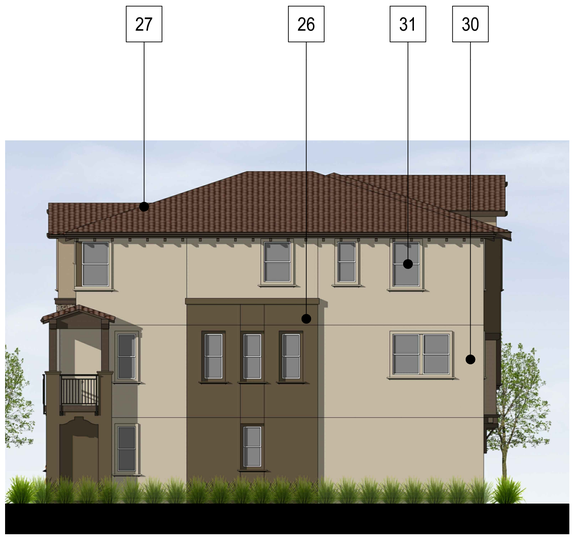
REAR RIGHT PERSPECTIVE

# COLOR SCHEME B




RIGHT ELEVATION

REAR ELEVATION

# DESIGN STANDARDS:

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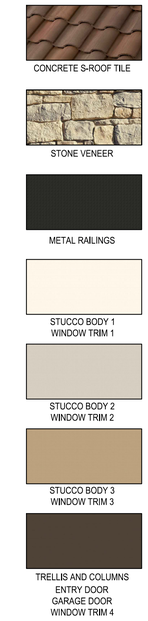
FRONT LEFT PERSPECTIVE

# COLOR SCHEME A



LEFT ELEVATION

FRONT ELEVATION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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 5 PLEX
COLOR SCHEME A

A2.2.0

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The garage doors proposed within the project feature windows or other architectural design features consistent with the main dwelling, approved by the Development Services Director or designee.

**39. Multi Family Roof Form**:
The roof element of the multi-family project is designed such that no more than two side-by-side units are covered by one unarticulated roof. Articulation may be accomplished by changing roof height, offsets, and direction of slope, and by introducing elements such as dormers, towers, or parapets. Other alternative design approaches that achieve the same goal of breaking down building masses into small individual units may also be acceptable, for example shifting the units in section and varying the design treatment for individual units.
(GP Policy CNF-11.22)

**40. Massing for three story buildings or taller**:
Buildings three stories or taller shall have major massing breaks at least every 100 feet along any street frontage, adjacent public park, publicly accessible outdoor space, or designated open space, through the use of varying setbacks and/or building entries. Major breaks shall be a minimum of 30 inches deep and four feet wide and extend the full height of the building.

**41. Distinct material changes for three story buildings or taller**:
Buildings three stories or taller must provide a ground floor elevation that is distinctive from the upper stories by providing a material change between the first floor and upper floors along at least 75% of the building facade with frontage upon a street, adjacent public park or public open space.

REAR RIGHT PERSPECTIVE

# COLOR SCHEME A

RIGHT ELEVATION

REAR ELEVATION

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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 5 PLEX
COLOR SCHEME A

A2.2.1

# DESIGN STANDARDS:

**22. Front Porches**:
50 percent of homes facing a street or common interior courtyard include a front porch on the ground floor with a minimum size of 6 feet by 5 feet.

**23. Balconies**:
25 percent of homes facing a street, alley or common interior courtyard include a balcony overlooking a common area with a minimum of 6 feet by 4 feet.

**24. Fences**:
All fences and walls designed for screening purposes shall be of solid material. Chain link or chain link with slats is not permitted.

**25. 360 Degree Architecture**:
The project includes two of the following details: Windows, shutters, awnings, bay windows, trellis features, texture variations, stone, brick or other material enhancements.
All facades (sides and rear) must have the level of detail, and maerials (GP Policy CNF-11.16)

**26. Exterior Treatments and Materials**:
At least two materials shall be used on any building facade, in addition to glazing and railings. Any one material must comprise at least 20% of any building facade, excluding windows and railings. A change in material must be offset by a minimum of six inches in depth.
Exterior finish materials should be chosen and applied to not appear artificial as in the case of brick veneer applied on a single building face so that it is obviously ¼ inch thick when viewed from the side, or in the case of a trellis made of 2 inch x 2 inch or 2 inch x 4 inch members. Veneers are required to turn corners, avoiding exposed edges.

**27. Roof Line Variation for three or more units**:
Roofs have been designed to incorporate a minimum of two varying roof heights or types (hip, gable, shed, flat, etc.)

**28. Height and Project Massing**:
Project design minimizes bulk of buildings by limiting building length, or designing buildings with the following special features to break up building bulk, including:
a. Changes in roof form and heights; and
b. Major full-height recesses (At least 10 feet deep for multi-family projects and three feet deep for single-family attached projects) along the length of the building that successfully break the building into smaller discrete masses. (General Plan Policy CNF 11.22)

**29. Separate Structures-Attached Projects**:
Large projects shall be divided into separate structures. The maximum number of units per structure is as follows
a. Single-family Attached: 7 units maximum per structure (General Plan Policy CNF 11.22) 100 percent affordable projects are exempt from this requirement.

**30. Building Colors**:
The project has provided a sample color palette of complementary colors compatible with surrounding neighborhood. The number of colors appearing on any building exterior is limited to no more than four colors or tones of the same color, including trim and accent colors. The use of fluorescent or neon colors is prohibited.

**31. Window Design**:
The window recesses, trim and other window elements have been designed to be substantial in depth to create shadows. The project incorporates at least one of the following window features throughout the project:

a. Minimum depth of at least 1 ½ inches from glass to exterior of trim;

b. Minimum depth of at least six inches from glass to wall edge around windows if there is no trim (this is only appropriate for certain architectural styles such as Spanish Revival or Modern); or,

c. Decorative trim elements that add detail and articulation, such as window surrounds with at least a two-inch depth. They must be designed as an integral part of the design.

**32. Glazing**:
Mirrored glass is prohibited in order to minimize off-site glare and maximize transparency.

**33. Exterior Lighting and Illumination**:
Wall-mounted lights or bollards shall be provided for security purposes. Lights shall be directed down and shielded to avoid glare impacts. The project has demonstrated compliance by submittal of a photometric plan and fixture details.

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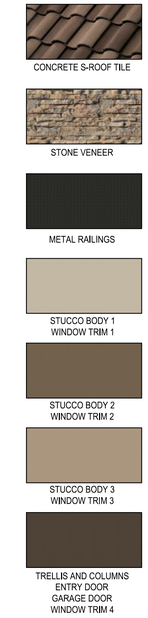
FRONT LEFT PERSPECTIVE

# COLOR SCHEME B



The closet placement will be defined during CD process

LEFT ELEVATION

FRONT ELEVATION

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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 5 PLEX
COLOR SCHEME B

A2.3.0

# DESIGN STANDARDS:

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50 percent of homes facing a street or common interior courtyard include a front porch on the ground floor with a minimum size of 6 feet by 5 feet.

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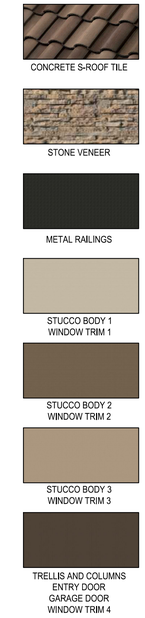
REAR RIGHT PERSPECTIVE

# COLOR SCHEME B



RIGHT ELEVATION

REAR ELEVATION

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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 5 PLEX
COLOR SCHEME B

A2.3.1

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# COLOR SCHEME A

FRONT LEFT PERSPECTIVE

LEFT ELEVATION

FRONT ELEVATION

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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING ELEVATIONS- 6 PLEX
COLOR SCHEME A

A2.4.0

# DESIGN STANDARDS:

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50 percent of homes facing a street or common interior courtyard include a front porch on the ground floor with a minimum size of 6 feet by 5 feet.

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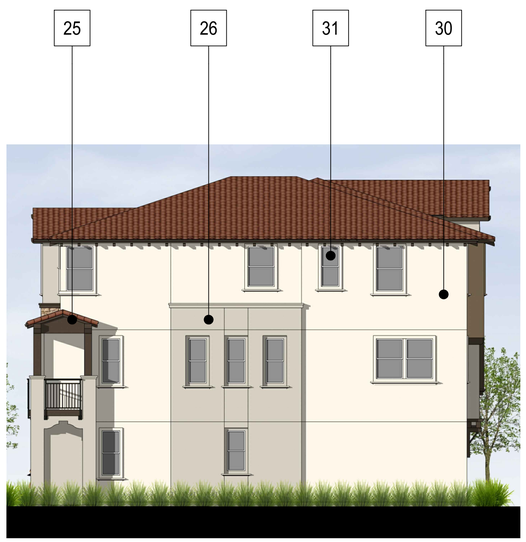
REAR RIGHT PERSPECTIVE

## COLOR SCHEME A

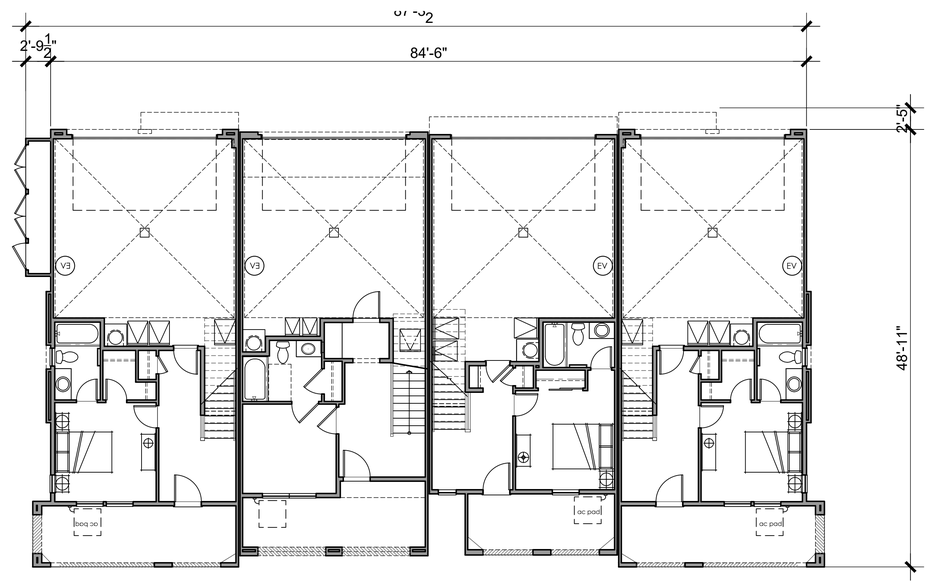



RIGHT ELEVATION

REAR ELEVATION

PLAN 3R PLAN 1R PLAN 2 PLAN 3

## LEVEL 2
P3R-P1R-P2-P3




PLAN 3R PLAN 1R PLAN 2 PLAN 3

## LEVEL 1
P3R-P1R-P2-P3

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**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

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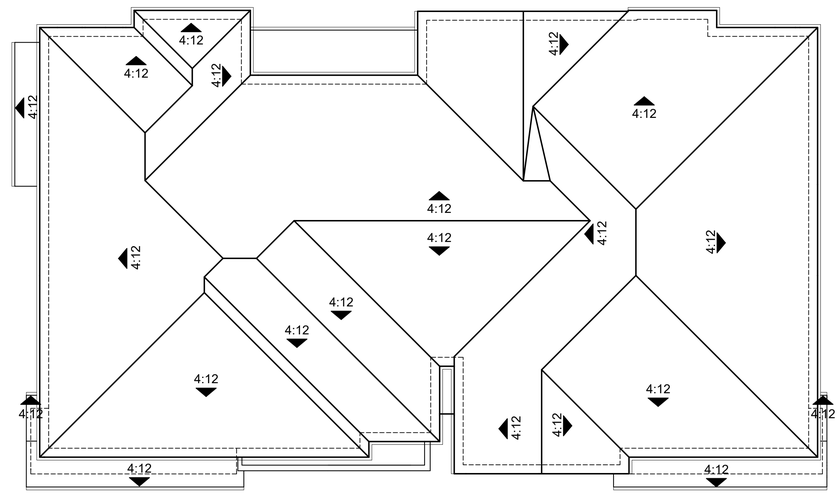
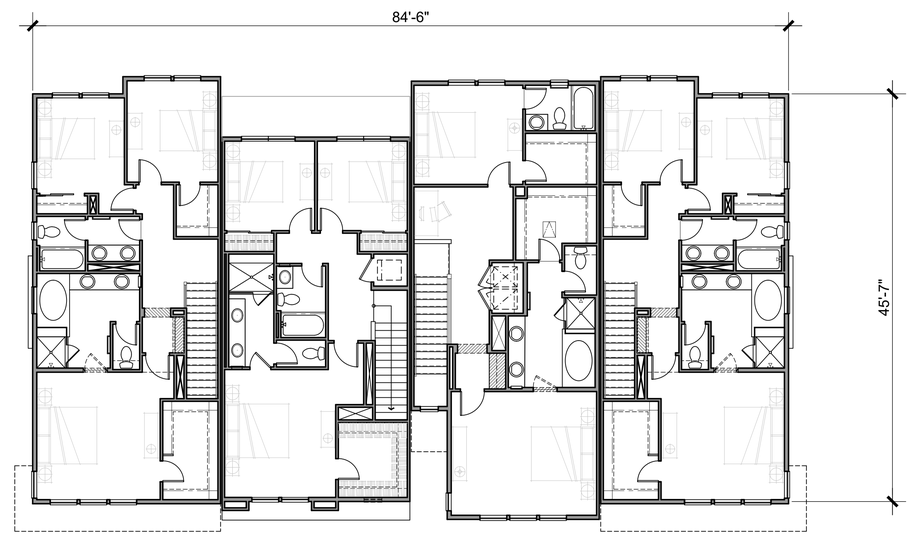
BUILDING PLANS- 4 PLEX

A2.5.0




ROOF




PLAN 3R PLAN 1R PLAN 2 PLAN 3

# LEVEL 3
P3R-P1R-P2-P3

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MARCH 25, 2022

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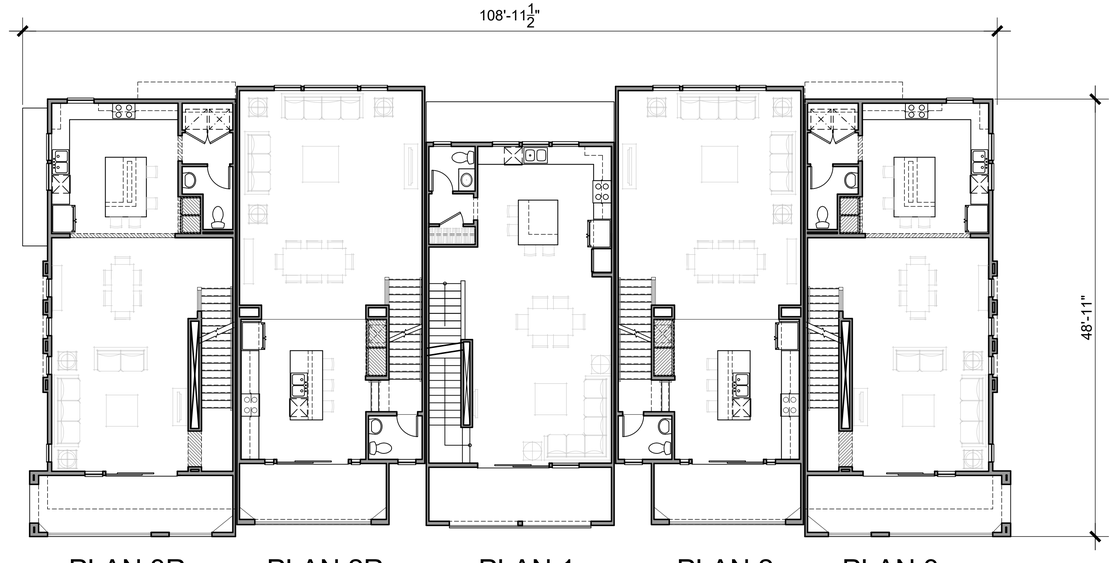
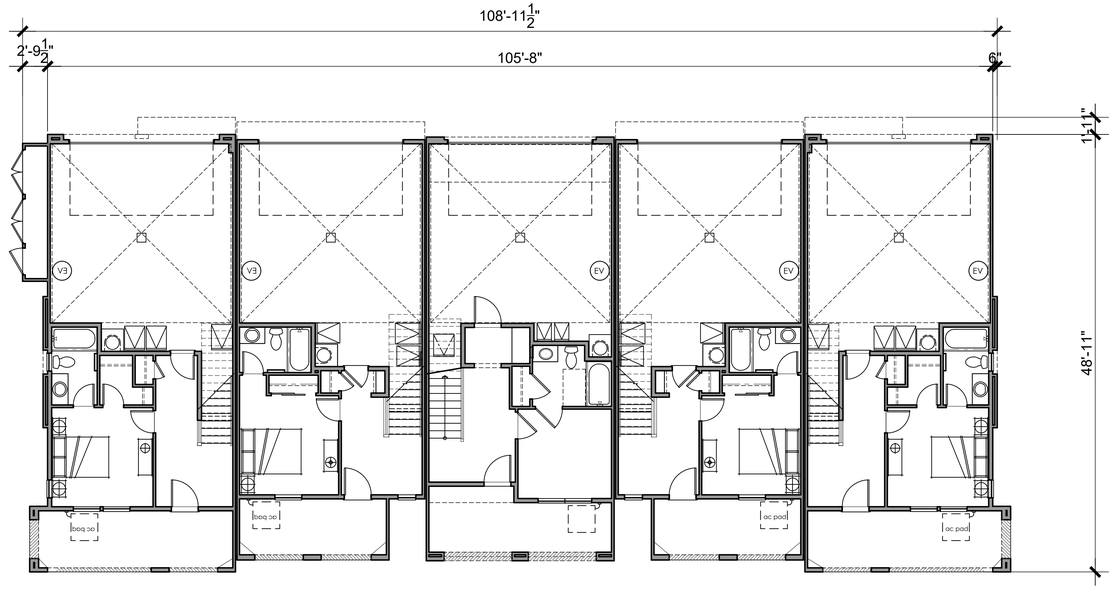
BUILDING PLANS- 4 PLEX

A2.5.1




PLAN 3R PLAN 2R PLAN 1 PLAN 2 PLAN 3

# LEVEL 2
P3R-P2R-P1-P2-P3




PLAN 3R PLAN 2R PLAN 1 PLAN 2 PLAN 3

# LEVEL 1
P3R-P2R-P1-P2-P3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BROOKFIELD RESIDENTIAL

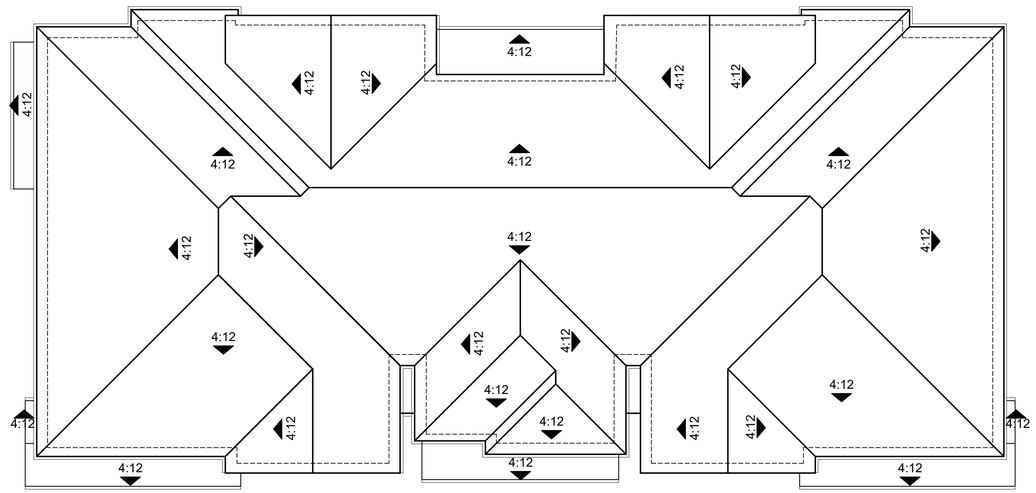
**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

BUILDING PLANS- 5 PLEX

A2.6.0




ROOF

PLAN 3R PLAN 2R PLAN 1 PLAN 2 PLAN 3

LEVEL 3
P3R-P2R-P1-P2-P3

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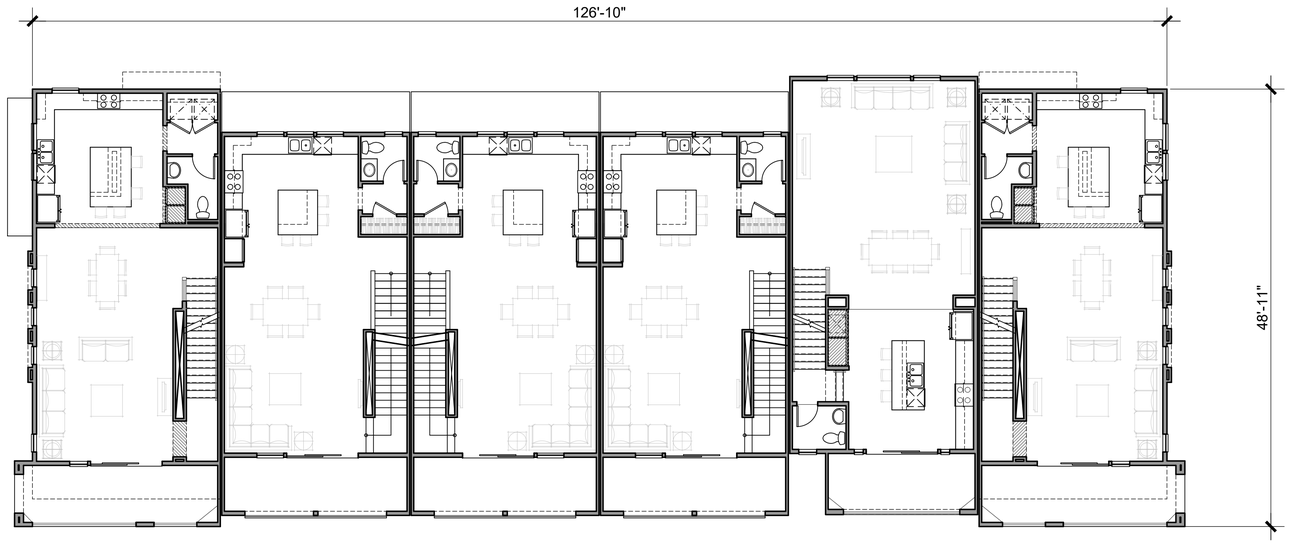
BUILDING PLANS- 5 PLEX

A2.6.1




PLAN 3R PLAN 1R PLAN 1 PLAN 1R PLAN 2 PLAN 3

## LEVEL 2
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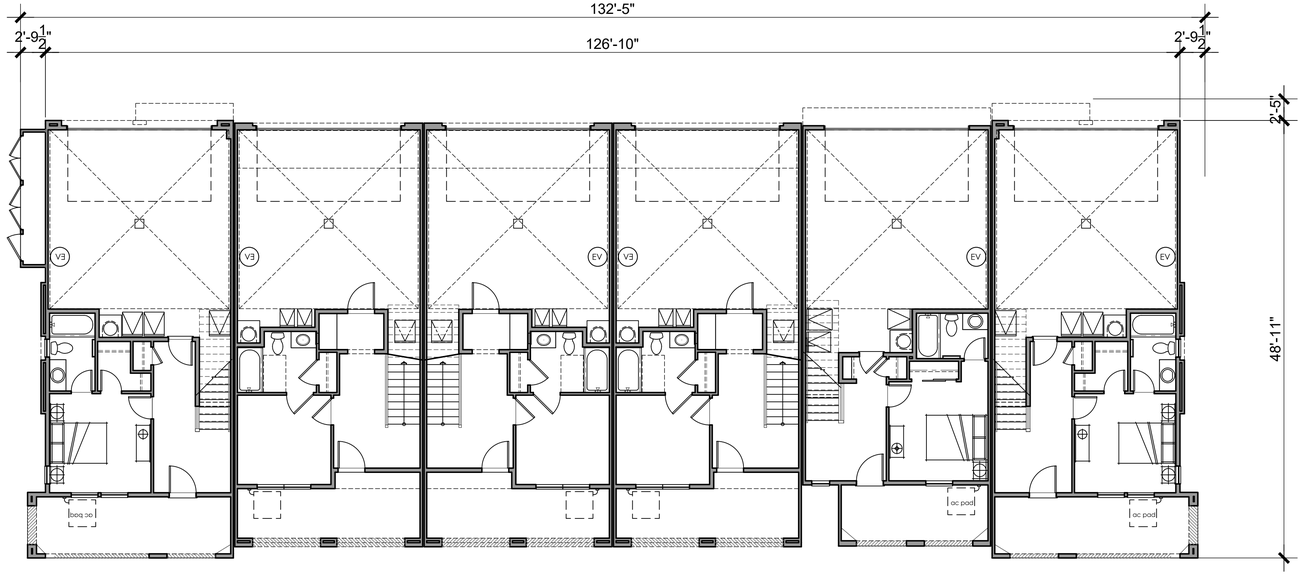


PLAN 3R PLAN 1R PLAN 1 PLAN 1R PLAN 2 PLAN 3

## LEVEL 1
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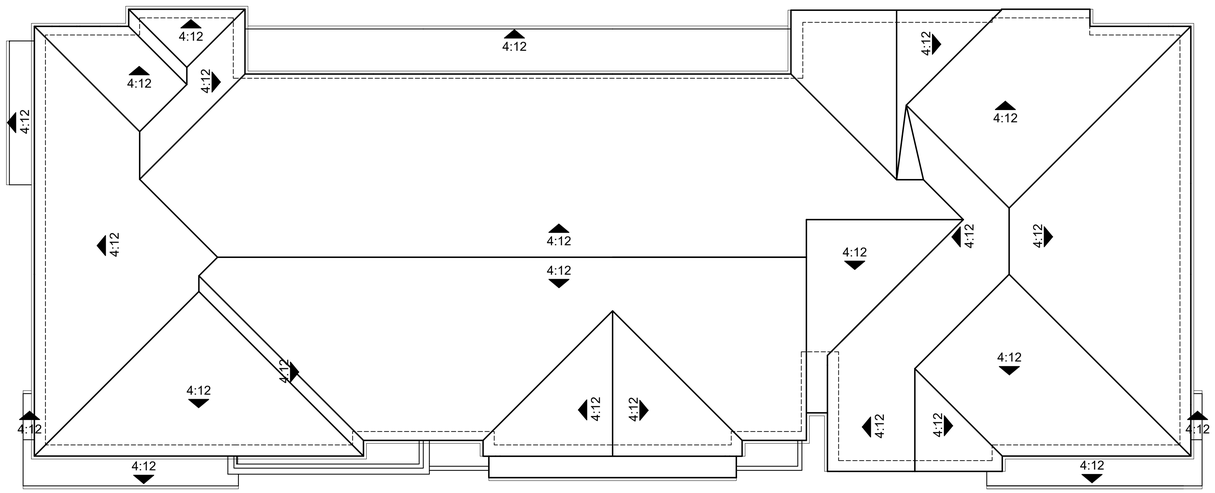


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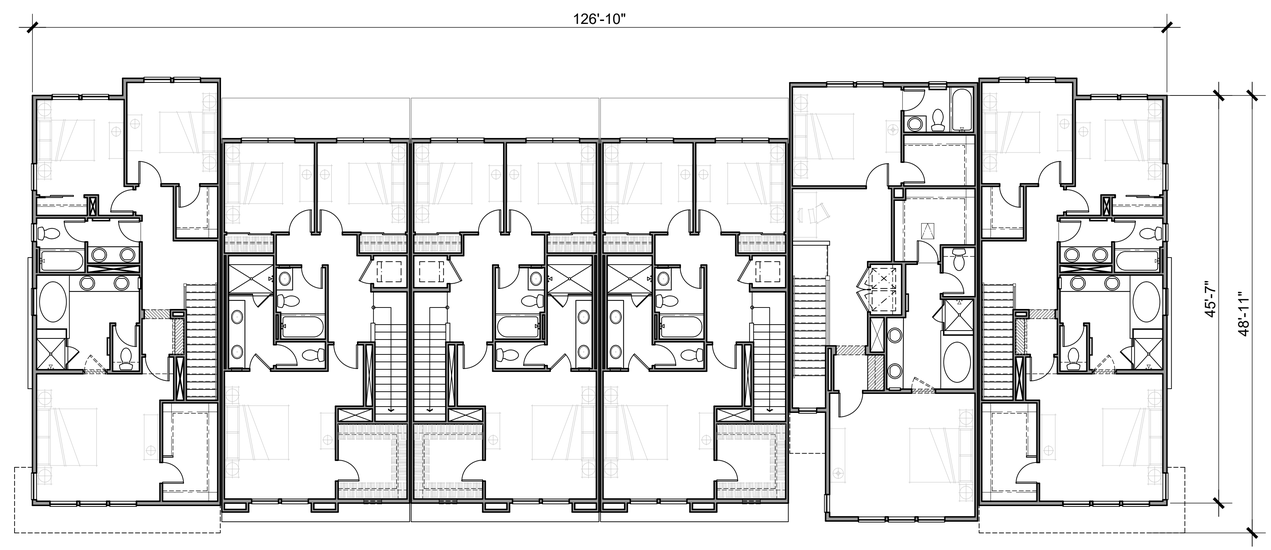


PLAN 3R PLAN 1R PLAN 1 PLAN 1R PLAN 2 PLAN 3

LEVEL 3
P3R-P1R-P1-P1R-P2-P3

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BUILDING PLANS- 6 PLEX

A2.7.1

# DESIGN STANDARDS:

**22. Front Porches**:
50 percent of homes facing a street or common interior courtyard include a front porch on the ground floor with a minimum size of 6 feet by 5 feet.

**23. Balconies**:
25 percent of homes facing a street, alley or common interior courtyard include a balcony overlooking a common area with a minimum of 6 feet by 4 feet.

**24. Fences**:
All fences and walls designed for screening purposes shall be of solid material. Chain link or chain link with slats is not permitted.

**25. 360 Degree Architecture**:
The project includes two of the following details: Windows, shutters, awnings, bay windows, trellis features, texture variations, stone, brick or other material enhancements.
All facades (sides and rear) must have the level of detail, and maerials (GP Policy CNF-11.16)

**26. Exterior Treatments and Materials**:
At least two materials shall be used on any building facade, in addition to glazing and railings. Any one material must comprise at least 20% of any building facade, excluding windows and railings. A change in material must be offset by a minimum of six inches in depth.
Exterior finish materials should be chosen and applied to not appear artificial as in the case of brick veneer applied on a single building face so that it is obviously ¼ inch thick when viewed from the side, or in the case of a trellis made of 2 inch x 2 inch or 2 inch x 4 inch members. Veneers are required to turn corners, avoiding exposed edges.

**27. Roof Line Variation for three or more units**:
Roofs have been designed to incorporate a minimum of two varying roof heights or types (hip, gable, shed, flat, etc.)

**28. Height and Project Massing**:
Project design minimizes bulk of buildings by limiting building length, or designing buildings with the following special features to break up building bulk, including:
a. Changes in roof form and heights; and
b. Major full-height recesses (At least 10 feet deep for multi-family projects and three feet deep for single-family attached projects) along the length of the building that successfully break the building into smaller discrete masses. (General Plan Policy CNF 11.22)

**29. Separate Structures-Attached Projects**:
Large projects shall be divided into separate structures. The maximum number of units per structure is as follows
a. Single-family Attached: 7 units maximum per structure (General Plan Policy CNF 11.22) 100 percent affordable projects are exempt from this requirement.

**30. Building Colors**:
The project has provided a sample color palette of complementary colors compatible with surrounding neighborhood. The number of colors appearing on any building exterior is limited to no more than four colors or tones of the same color, including trim and accent colors. The use of fluorescent or neon colors is prohibited.

**31. Window Design**:
The window recesses, trim and other window elements have been designed to be substantial in depth to create shadows. The project incorporates at least one of the following window features throughout the project:

a. Minimum depth of at least 1 ½ inches from glass to exterior of trim;

b. Minimum depth of at least six inches from glass to wall edge around windows if there is no trim (this is only appropriate for certain architectural styles such as Spanish Revival or Modern); or,

c. Decorative trim elements that add detail and articulation, such as window surrounds with at least a two-inch depth. They must be designed as an integral part of the design.

**32. Glazing**:
Mirrored glass is prohibited in order to minimize off-site glare and maximize transparency.

**33. Exterior Lighting and Illumination**:
Wall-mounted lights or bollards shall be provided for security purposes. Lights shall be directed down and shielded to avoid glare impacts. The project has demonstrated compliance by submittal of a photometric plan and fixture details.

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**36. Garage Door Design**:
The garage doors proposed within the project feature windows or other architectural design features consistent with the main dwelling, approved by the Development Services Director or designee.

**39. Multi Family Roof Form**:
The roof element of the multi-family project is designed such that no more than two side-by-side units are covered by one unarticulated roof. Articulation may be accomplished by changing roof height, offsets, and direction of slope, and by introducing elements such as dormers, towers, or parapets. Other alternative design approaches that achieve the same goal of breaking down building masses into small individual units may also be acceptable, for example shifting the units in section and varying the design treatment for individual units.
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Buildings three stories or taller shall have major massing breaks at least every 100 feet along any street frontage, adjacent public park, publicly accessible outdoor space, or designated open space, through the use of varying setbacks and/or building entries. Major breaks shall be a minimum of 30 inches deep and four feet wide and extend the full height of the building.

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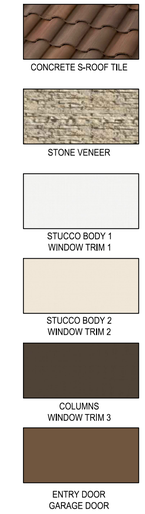
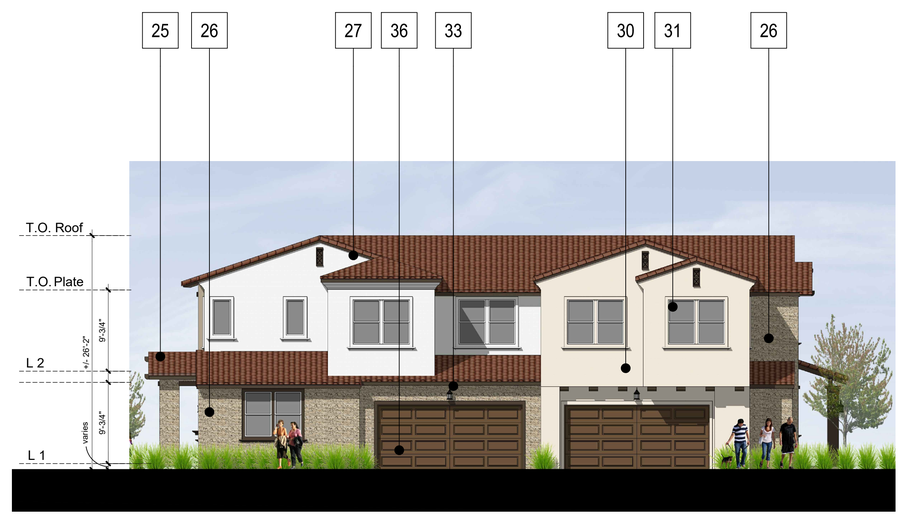
FRONT LEFT PERSPECTIVE

# COLOR SCHEME A



LEFT ELEVATION




FRONT ELEVATION

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FRONT RIGHT PERSPECTIVE

## COLOR SCHEME A

RIGHT ELEVATION

REAR ELEVATION


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MORGAN HILL, CA # 2020-0912

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MARCH 25, 2022

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DUET- ELEVATIONS
COLOR SCHEME A

A3.0.1

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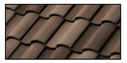
FRONT LEFT PERSPECTIVE

## COLOR SCHEME B

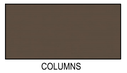


CONCRETE S-ROOF TILE

BRICK VENEER

STUCCO BODY 1
WINDOW TRIM 1

STUCCO BODY 2
WINDOW TRIM 2



COLUMNS

ENTRY DOOR
GARAGE DOOR
WINDOW TRIM 3

LEFT ELEVATION

FRONT ELEVATION

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MARCH 25, 2022

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DUET- ELEVATIONS
COLOR SCHEME B

A3.1.0

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FRONT RIGHT PERSPECTIVE

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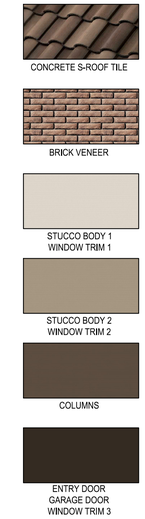
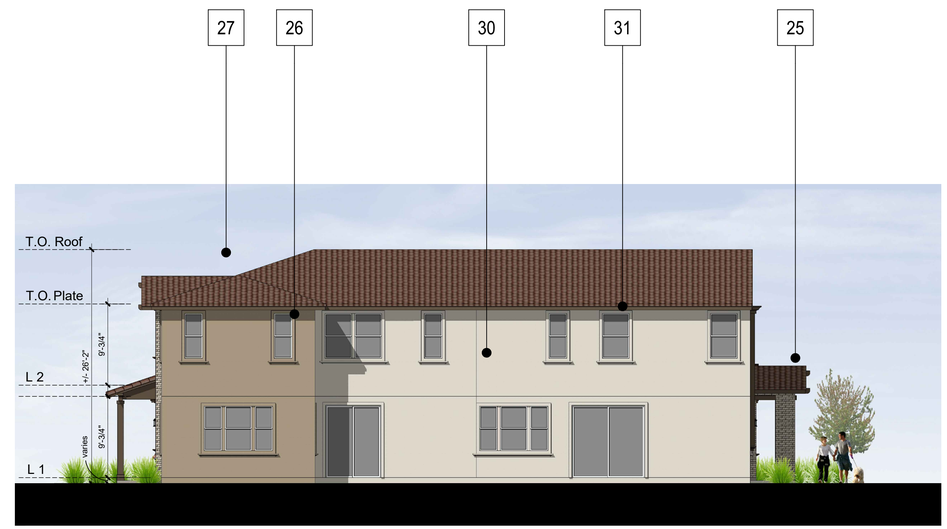


RIGHT ELEVATION

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DUET- ELEVATIONS
COLOR SCHEME B

A3.1.1

# DESIGN STANDARDS:

**22. Front Porches**:
50 percent of homes facing a street or common interior courtyard include a front porch on the ground floor with a minimum size of 6 feet by 5 feet.

**23. Balconies**:
25 percent of homes facing a street, alley or common interior courtyard include a balcony overlooking a common area with a minimum of 6 feet by 4 feet.

**24. Fences**:
All fences and walls designed for screening purposes shall be of solid material. Chain link or chain link with slats is not permitted.

**25. 360 Degree Architecture**:
The project includes two of the following details: Windows, shutters, awnings, bay windows, trellis features, texture variations, stone, brick or other material enhancements.
All facades (sides and rear) must have the level of detail, and maerials (GP Policy CNF-11.16)

**26. Exterior Treatments and Materials**:
At least two materials shall be used on any building facade, in addition to glazing and railings. Any one material must comprise at least 20% of any building facade, excluding windows and railings. A change in material must be offset by a minimum of six inches in depth.
Exterior finish materials should be chosen and applied to not appear artificial as in the case of brick veneer applied on a single building face so that it is obviously ¼ inch thick when viewed from the side, or in the case of a trellis made of 2 inch x 2 inch or 2 inch x 4 inch members. Veneers are required to turn corners, avoiding exposed edges.

**27. Roof Line Variation for three or more units**:
Roofs have been designed to incorporate a minimum of two varying roof heights or types (hip, gable, shed, flat, etc.)

**28. Height and Project Massing**:
Project design minimizes bulk of buildings by limiting building length, or designing buildings with the following special features to break up building bulk, including:
a. Changes in roof form and heights; and
b. Major full-height recesses (At least 10 feet deep for multi-family projects and three feet deep for single-family attached projects) along the length of the building that successfully break the building into smaller discrete masses. (General Plan Policy CNF 11.22)

**29. Separate Structures-Attached Projects**:
Large projects shall be divided into separate structures. The maximum number of units per structure is as follows
a. Single-family Attached: 7 units maximum per structure (General Plan Policy CNF 11.22) 100 percent affordable projects are exempt from this requirement.

**30. Building Colors**:
The project has provided a sample color palette of complementary colors compatible with surrounding neighborhood. The number of colors appearing on any building exterior is limited to no more than four colors or tones of the same color, including trim and accent colors. The use of fluorescent or neon colors is prohibited.

**31. Window Design**:
The window recesses, trim and other window elements have been designed to be substantial in depth to create shadows. The project incorporates at least one of the following window features throughout the project:

a. Minimum depth of at least 1 ½ inches from glass to exterior of trim;

b. Minimum depth of at least six inches from glass to wall edge around windows if there is no trim (this is only appropriate for certain architectural styles such as Spanish Revival or Modern); or,

c. Decorative trim elements that add detail and articulation, such as window surrounds with at least a two-inch depth. They must be designed as an integral part of the design.

**32. Glazing**:
Mirrored glass is prohibited in order to minimize off-site glare and maximize transparency.

**33. Exterior Lighting and Illumination**:
Wall-mounted lights or bollards shall be provided for security purposes. Lights shall be directed down and shielded to avoid glare impacts. The project has demonstrated compliance by submittal of a photometric plan and fixture details.

**34. Equipment Screening**:
All exterior mechanical and electrical equipment shall be screened or incorporated into the design of buildings so as not to be visible from the public-right-of-way, common areas, or contained within an enclosed structure. Equipment to be screened includes, but is not limited to, all roof mounted equipment, air conditioners, heaters, utility meters, cable equipment, telephone entry boxes, backflow preventions, irrigation control valves, electrical transformers, pull boxes, and all ducting for air conditioning, heating, and blower systems. Screening materials shell be consistent with the exterior colors and materials of the building, and equipment enclosures have been screened with landscaping. Chain link fencing with wood inserts shall not be used to screen equipment.

**36. Garage Door Design**:
The garage doors proposed within the project feature windows or other architectural design features consistent with the main dwelling, approved by the Development Services Director or designee.

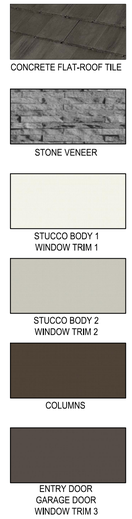
**39. Multi Family Roof Form**:
The roof element of the multi-family project is designed such that no more than two side-by-side units are covered by one unarticulated roof. Articulation may be accomplished by changing roof height, offsets, and direction of slope, and by introducing elements such as dormers, towers, or parapets. Other alternative design approaches that achieve the same goal of breaking down building masses into small individual units may also be acceptable, for example shifting the units in section and varying the design treatment for individual units.
(GP Policy CNF-11.22)

**40. Massing for three story buildings or taller**:
Buildings three stories or taller shall have major massing breaks at least every 100 feet along any street frontage, adjacent public park, publicly accessible outdoor space, or designated open space, through the use of varying setbacks and/or building entries. Major breaks shall be a minimum of 30 inches deep and four feet wide and extend the full height of the building.

**41. Distinct material changes for three story buildings or taller**:
Buildings three stories or taller must provide a ground floor elevation that is distinctive from the upper stories by providing a material change between the first floor and upper floors along at least 75% of the building facade with frontage upon a street, adjacent public park or public open space.

# COLOR SCHEME C

FRONT LEFT PERSPECTIVE



LEFT ELEVATION

FRONT ELEVATION

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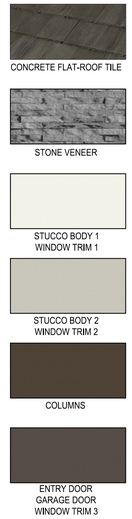
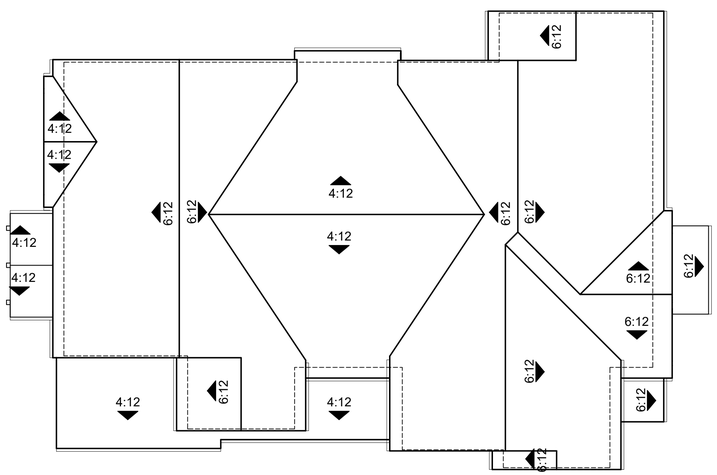
FRONT RIGHT PERSPECTIVE

## COLOR SCHEME C

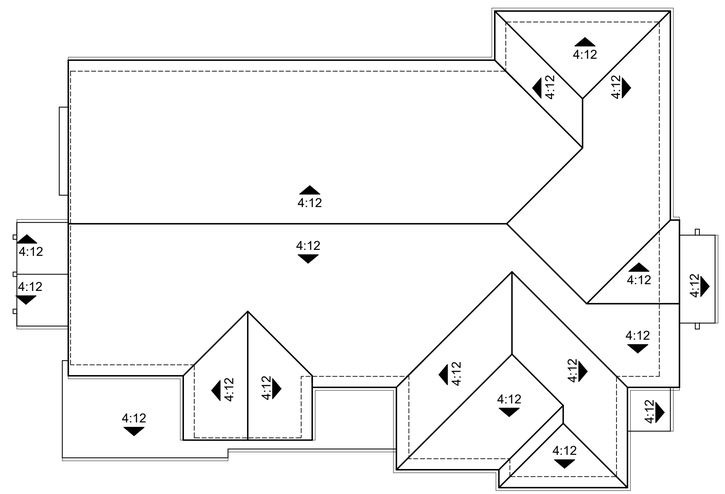


RIGHT ELEVATION

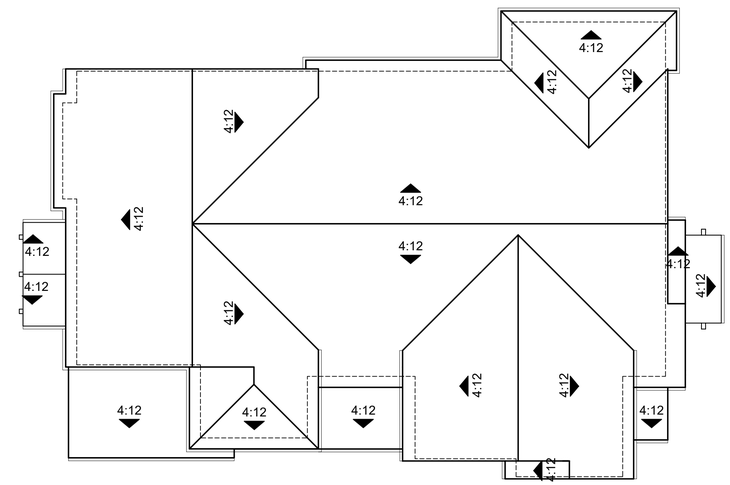
REAR ELEVATION



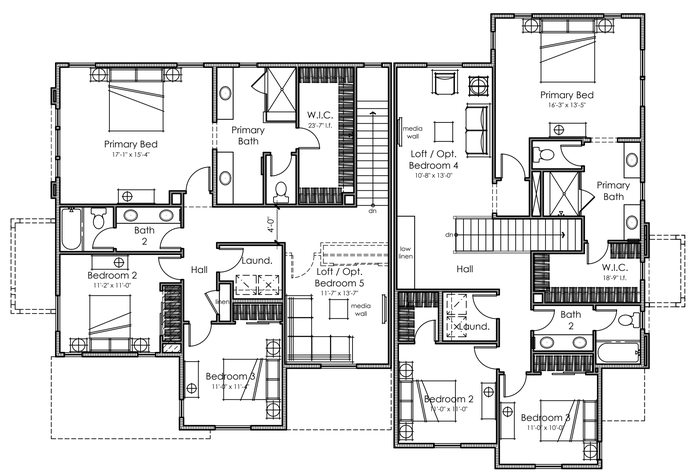

ROOF PLAN- C STYLE




ROOF PLAN- B STYLE

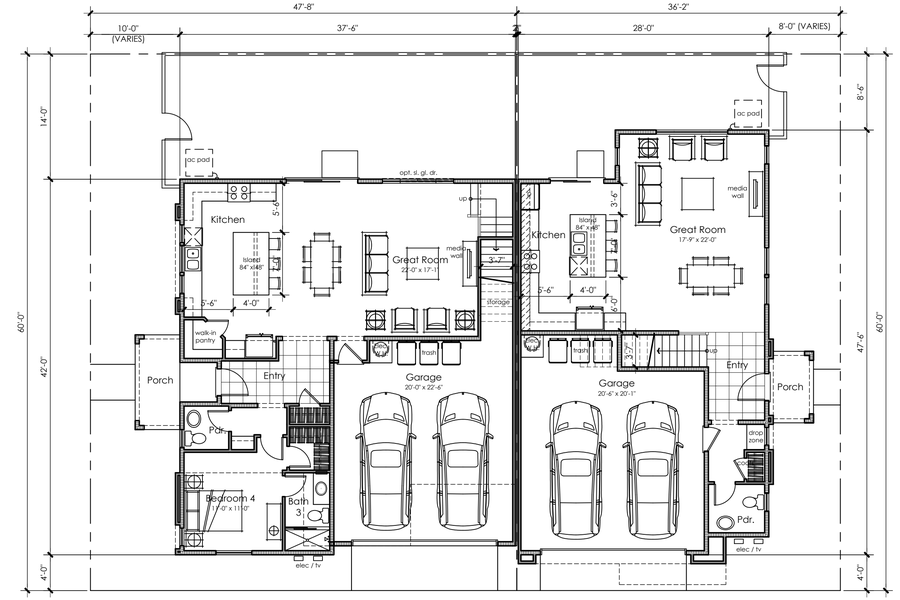



ROOF PLAN- A STYLE




P2 P1

LEVEL 2




P2 P1

LEVEL 1

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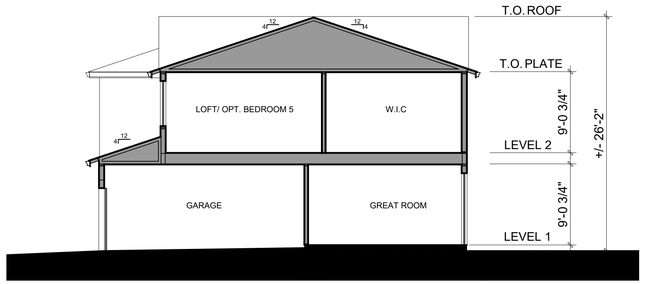
**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

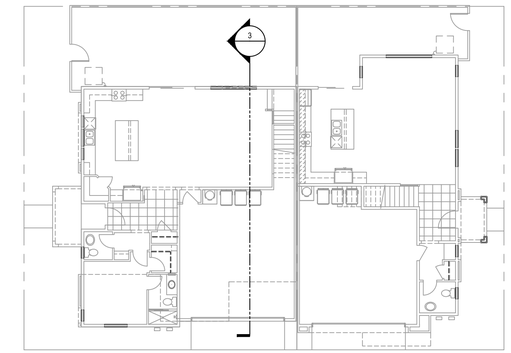
Scale: 1/8" = 1'-0"
0 4 8 16

BUILDING PLANS- DUET

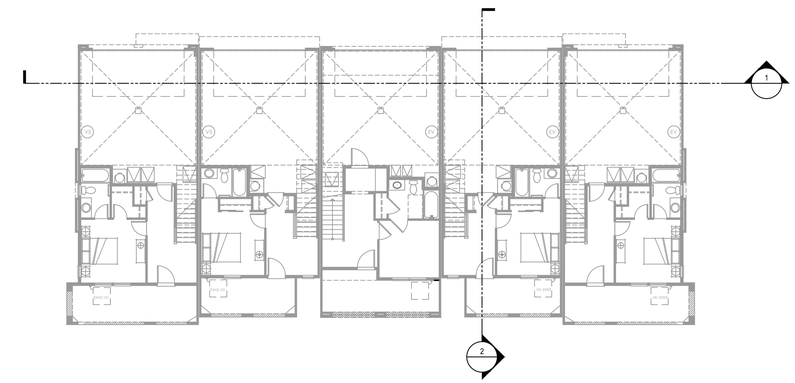
A3.3.0



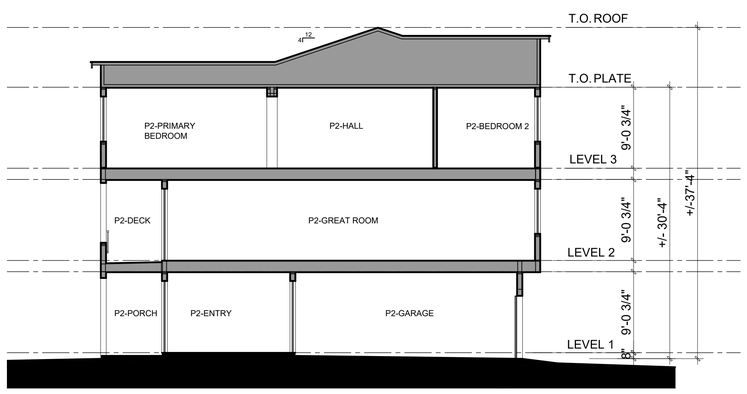

TYPICAL DUET SECTION 3



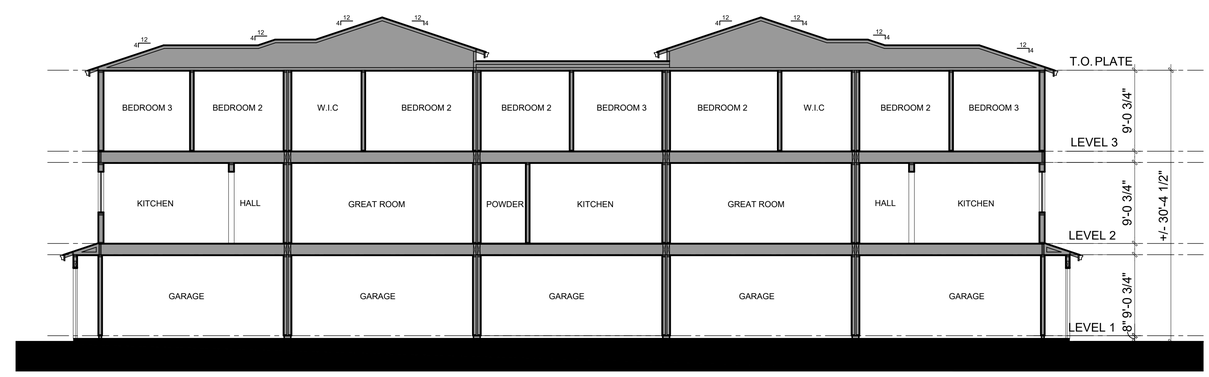

KEY PLAN-DUET GROUND FLOOR PLAN




KEY PLAN-5 PLEX GROUND FLOOR PLAN




TYPICAL TOWNHOUSE SECTION 2




TYPICAL TOWNHOUSE SECTION 1

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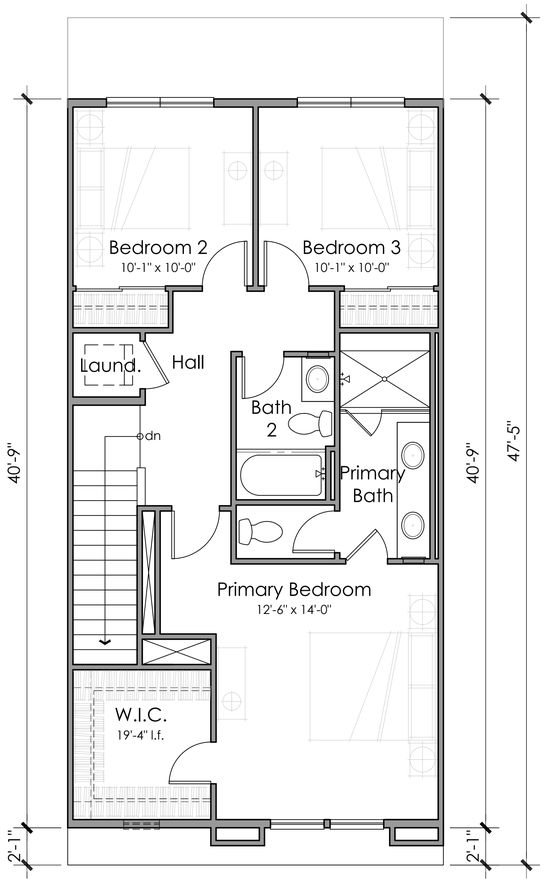
**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 4 8 16

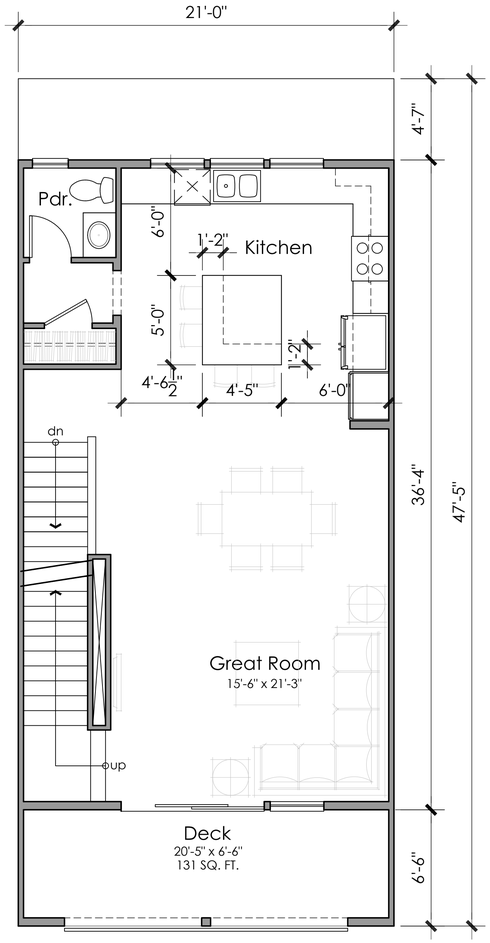
BUILDING SECTIONS

A4.0.0



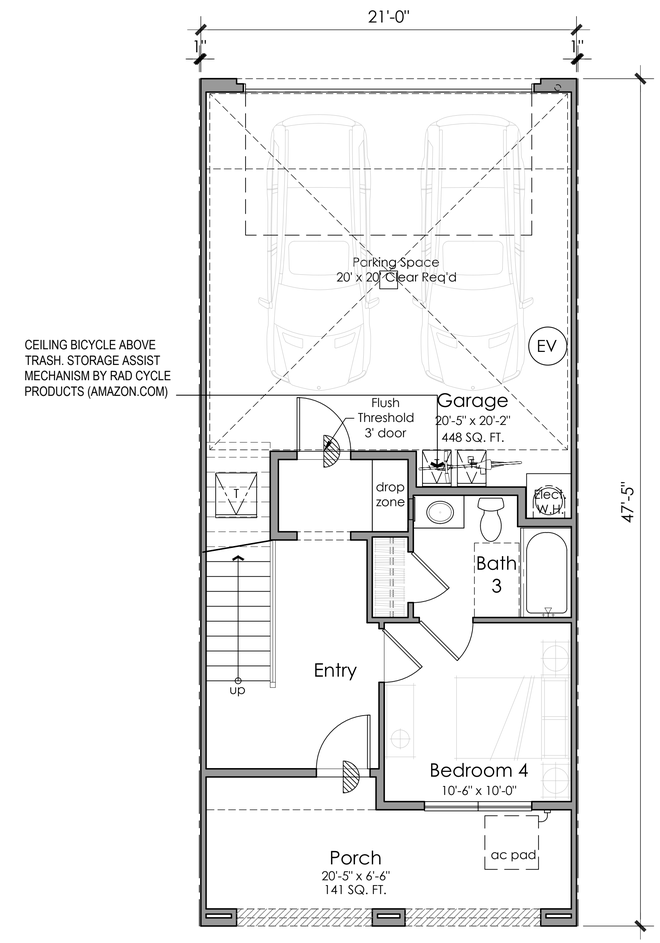

## Third Floor

773 n.s.f.




## Second Floor

723 n.s.f.




## First Floor

344 n.s.f.

Floor Plan
4 Bedrooms
3.5 Baths
1,850 N.S.F.

EV EACH PRIVATE GARAGE CONTAINS: 1" RACEWAY TO A 2 GANG BOX FOR FUTURE ELECT. CAR CHARGING STATION

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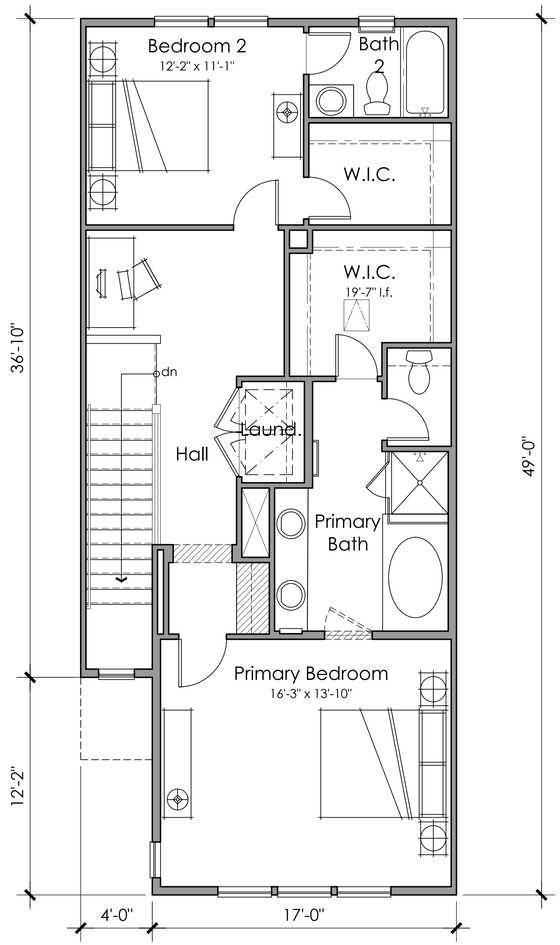
**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 2 4 8

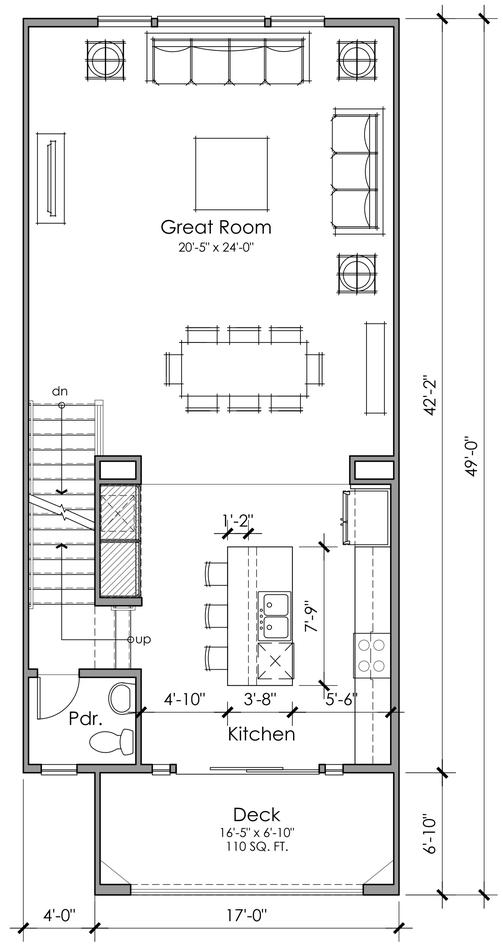
UNIT PLANS
PLAN 1

A5.0.0



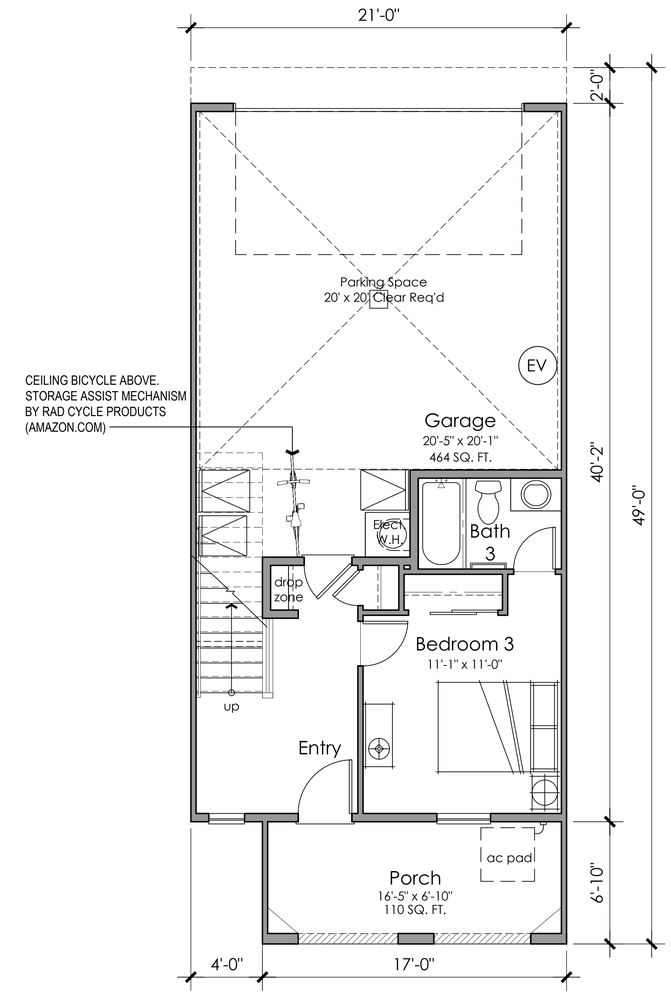

## Third Floor

900 n.s.f.




## Second Floor

839 n.s.f.

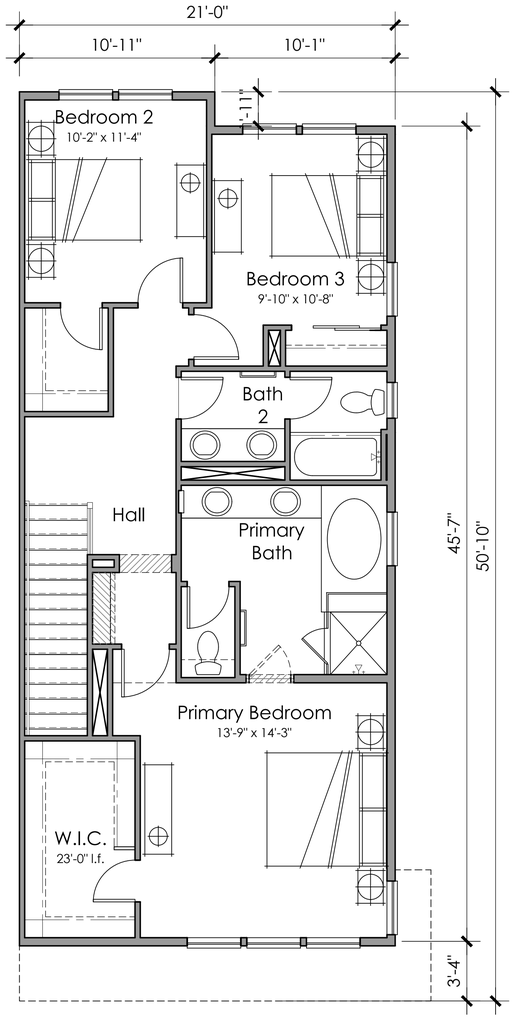



## First Floor

337 n.s.f.

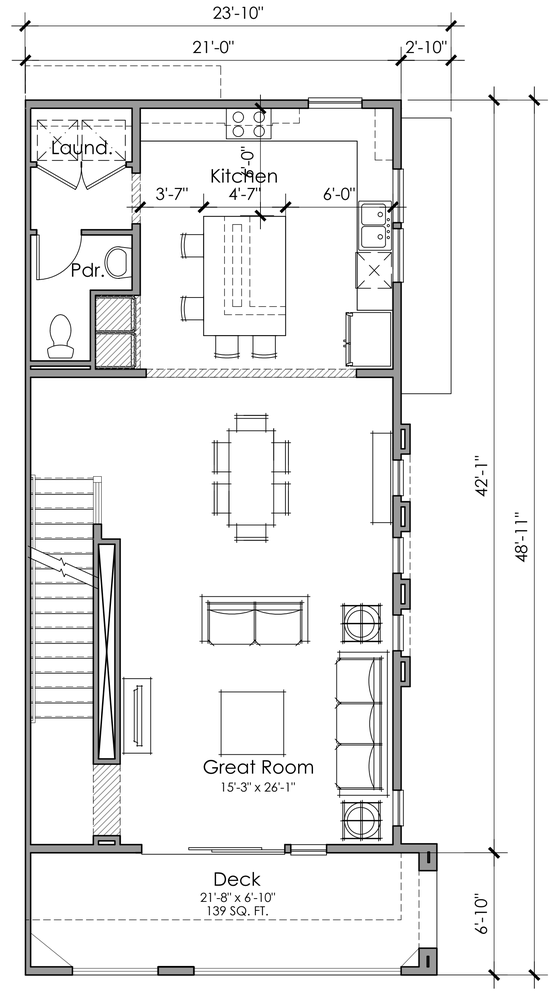
Floor Plan
3 Bedrooms
3.5 Baths
2076 N.S.F.

EV EACH PRIVATE GARAGE CONTAINS: 1" RACEWAY TO A 2 GANG BOX FOR FUTURE ELECT. CAR CHARGING STATION



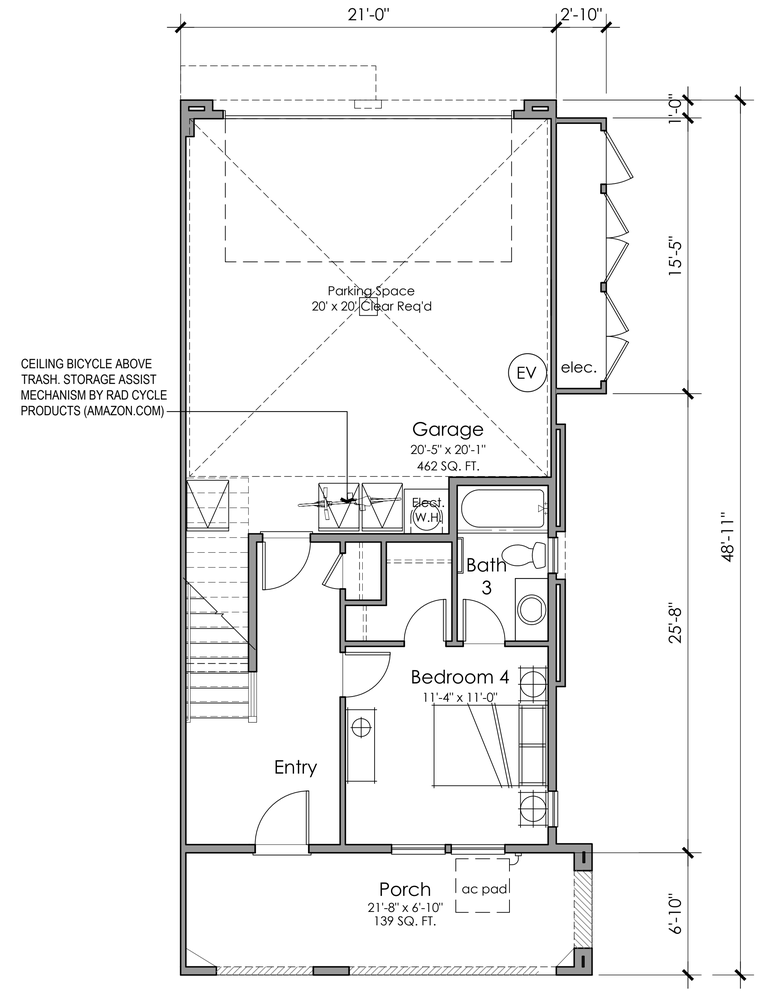

## Third Floor

901 n.s.f.




## Second Floor

834 n.s.f.




## First Floor

363 n.s.f.

Floor Plan
4 Bedrooms
3.5 Baths
2,098 N.S.F.

EV EACH PRIVATE GARAGE CONTAINS: 1" RACEWAY TO A 2 GANG BOX FOR FUTURE ELECT. CAR CHARGING STATION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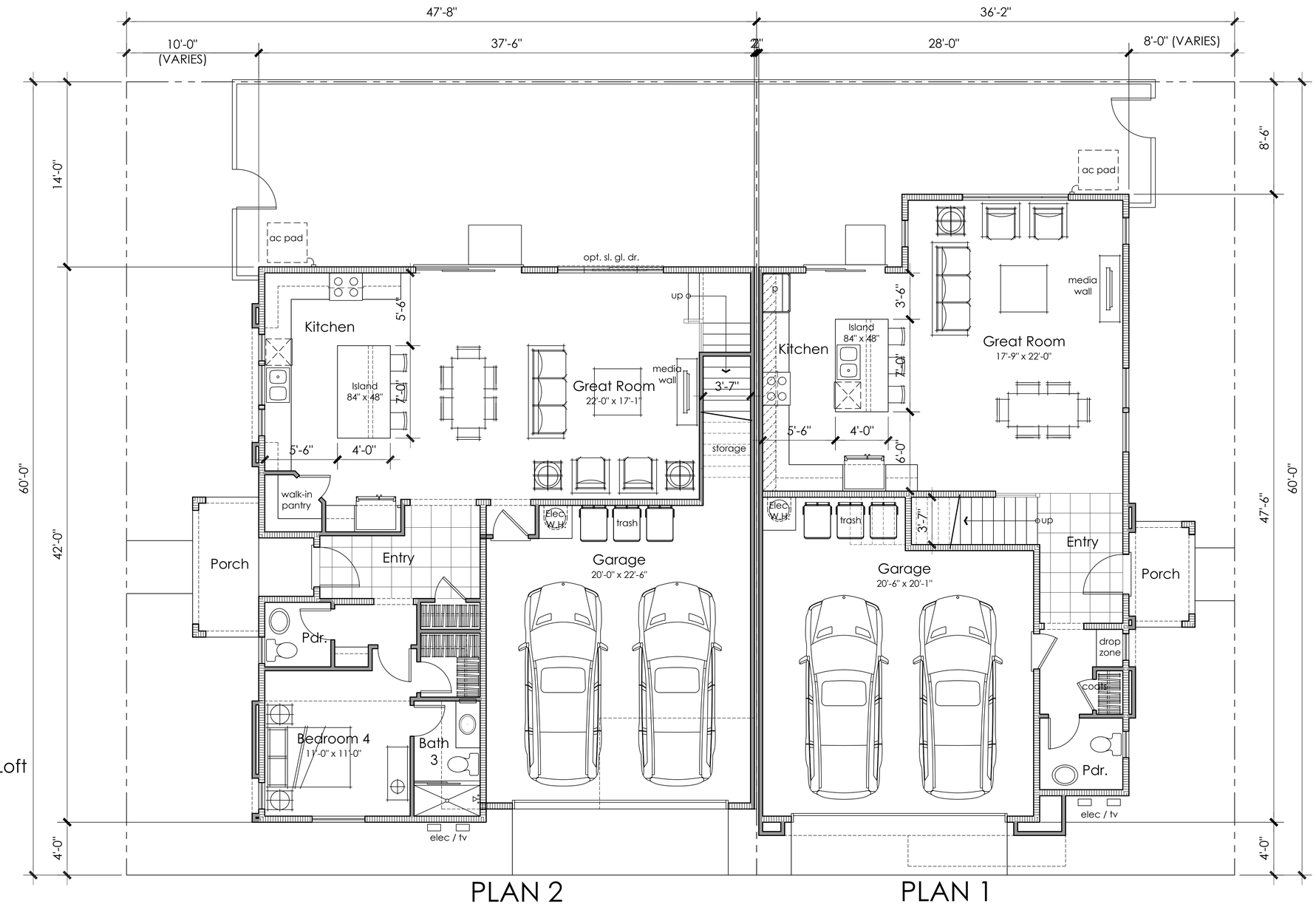
**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

0 2 4 8

UNIT PLANS
PLAN 3

A5.0.2




PLAN 2
First Floor
1,037 n.s.f.

Floor Plan
3 Bedrooms + Loft
2.5 Baths
2,355 N.S.F.

PLAN 1
First Floor
784 n.s.f.

Floor Plan
3 Bedrooms + Loft
2.5 Baths
2,032 N.S.F.

LEVEL 1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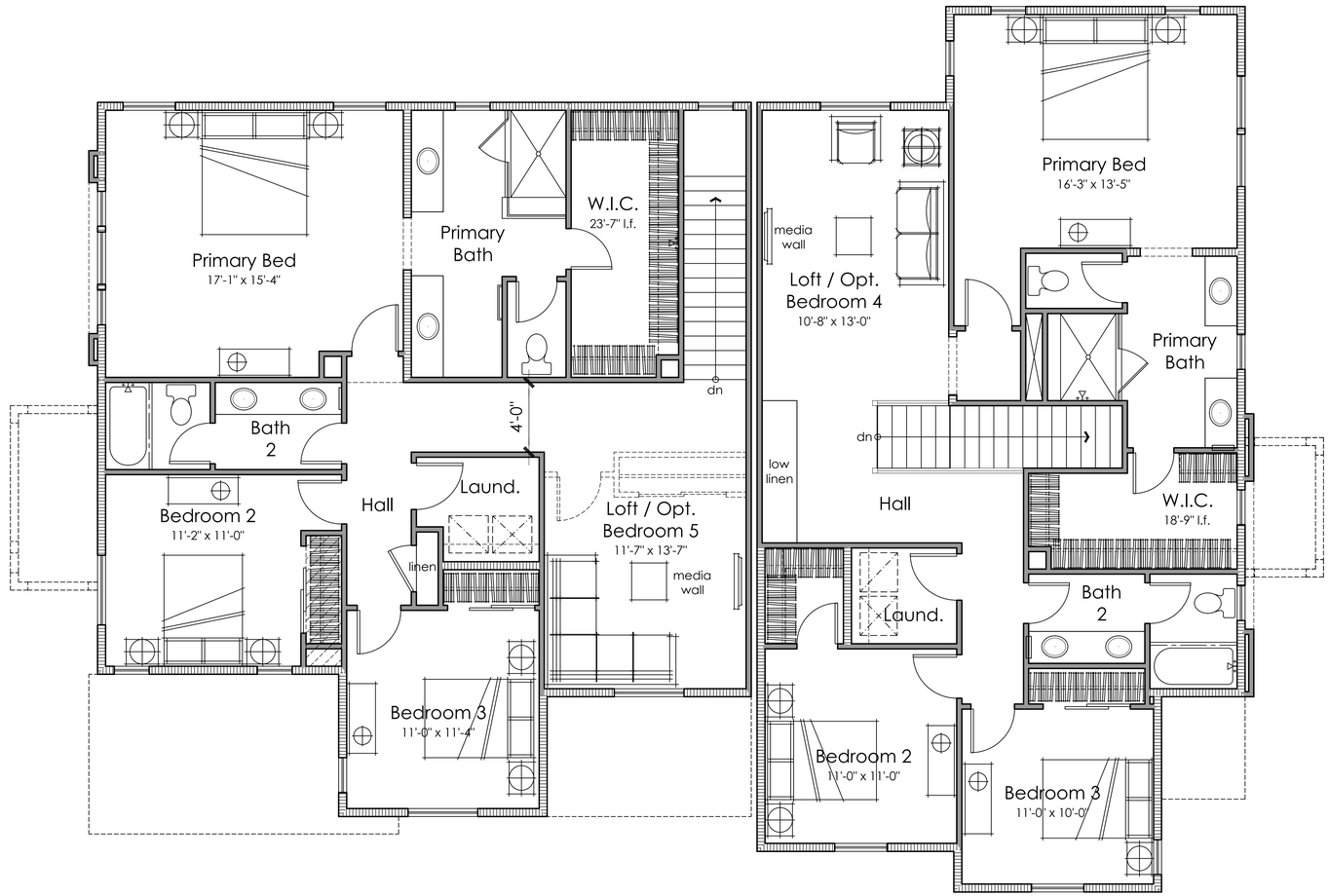
**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

Scale: 1/4" = 1'-0"
0 2 4 8

UNIT PLANS- DUET

A5.1.0




PLAN 2
Second Floor
1,318 n.s.f.

Floor Plan
3 Bedrooms + Loft
2.5 Baths
2,355 N.S.F.

PLAN 1
Second Floor
1,248 n.s.f.

Floor Plan
3 Bedrooms + Loft
2.5 Baths
2,032 N.S.F.

PLAN 2

PLAN 1

LEVEL 2

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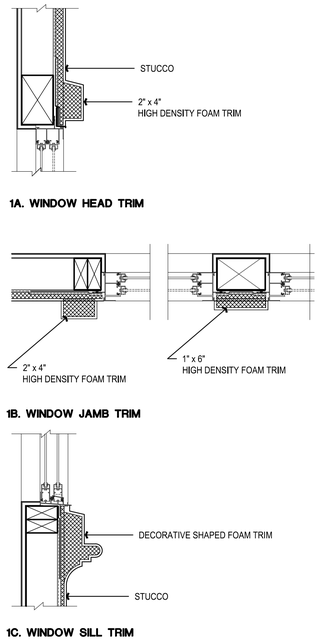
**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

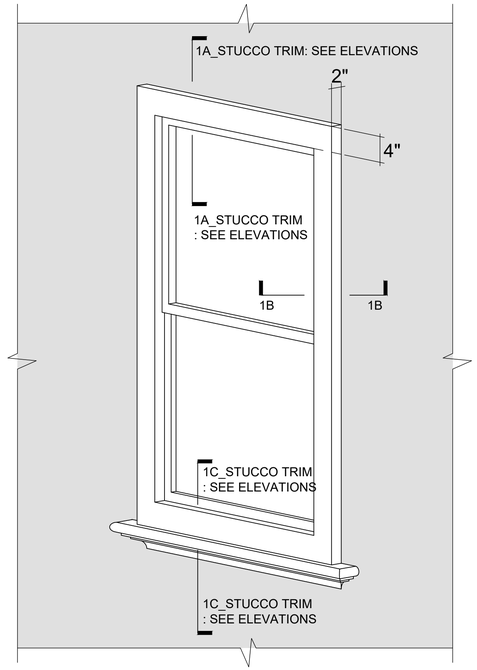
Scale: 1/4" = 1'-0"
0 2 4 8

UNIT PLANS- DUET

A5.1.1




7. TYP. Stucco Window Trim Details

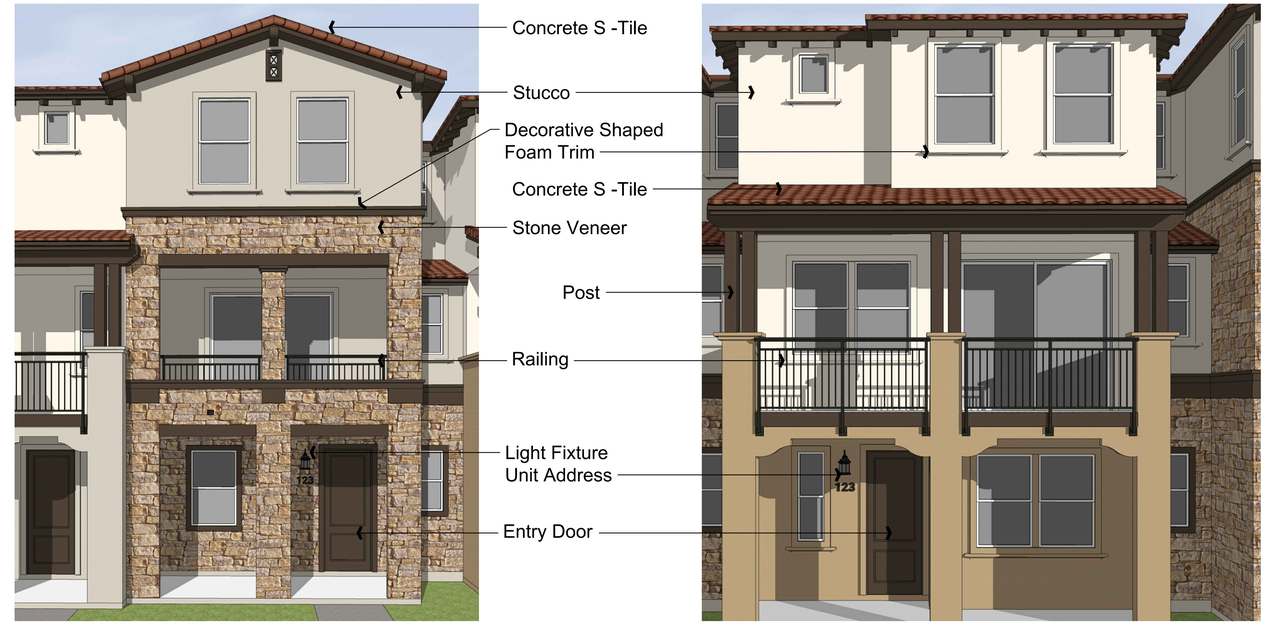



6. TYP. Window Trim on Stucco

5. Plan 2 Front Entrance-Alt

4. Plan 1 Front Entrance-Alt

3. Plan 1 Front Entrance




2. Plan 2 Front Entrance

1. Plan 1 Front Entrance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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

NTS

ARCHITECTURAL DETAILS
TOWNHOUSE

A6.0.0

2. Plan 1 & 2 Rear Garage

1. Plan 3 Rear Garage

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888.456.5849
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BROOKFIELD RESIDENTIAL

**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

NTS

ARCHITECTURAL DETAILS
TOWNHOUSE

A6.0.1

4. DUET_B Style_Plan 1

3. DUET_B Style_Plan 2

2. DUET_A Style_Plan 1

1. DUET_A Style_Plan 2

2. DUET_C Style_Plan 1

1. DUET_C Style_Plan 2

## TOWNHOMES COLOR SCHEME A

CONCRETE S-ROOF TILE

STONE VENEER

METAL RAILINGS

STUCCO BODY 1
WINDOW TRIM 1

STUCCO BODY 2
WINDOW TRIM 2

STUCCO BODY 3
WINDOW TRIM 3

TRELLIS AND COLUMNS
ENTRY DOOR
GARAGE DOOR
WINDOW TRIM 4

## TOWNHOMES COLOR SCHEME B

CONCRETE S-ROOF TILE

STONE VENEER

METAL RAILINGS

STUCCO BODY 1
WINDOW TRIM 1

STUCCO BODY 2
WINDOW TRIM 2

STUCCO BODY 3
WINDOW TRIM 3

TRELLIS AND COLUMNS
ENTRY DOOR
GARAGE DOOR
WINDOW TRIM 4

## DUETS COLOR SCHEME A

CONCRETE S-ROOF TILE

STONE VENEER

STUCCO BODY 1
WINDOW TRIM 1

STUCCO BODY 2
WINDOW TRIM 2

COLUMNS
WINDOW TRIM 3

ENTRY DOOR
GARAGE DOOR

## DUETS COLOR SCHEME B

CONCRETE S-ROOF TILE

BRICK VENEER

STUCCO BODY 1
WINDOW TRIM 1

STUCCO BODY 2
WINDOW TRIM 2

COLUMNS

ENTRY DOOR
GARAGE DOOR
WINDOW TRIM 3

## DUETS COLOR SCHEME C

CONCRETE FLAT-ROOF TILE

STONE VENEER

STUCCO BODY 1
WINDOW TRIM 1

STUCCO BODY 2
WINDOW TRIM 2

COLUMNS

ENTRY DOOR
GARAGE DOOR
WINDOW TRIM 3

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**ROSEWOOD**
MORGAN HILL, CA # 2020-0912

CONCEPTUAL PLANNING
MARCH 25, 2022

NTS

MATERIAL COLOR SCHEMES

A7.0.0

# ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL, CALIFORNIA

Item 1
Attachment 11

SCALE: N.T.S.

## GENERAL NOTES

1. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD OWNER AND ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXEMPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF ENGINEER.
2. EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED SO THAT THE EARTH WILL NOT SLIDE OR SETTLE AND SO THAT ALL EXISTING IMPROVEMENTS OF ANY KIND WILL BE FULLY PROTECTED FROM DAMAGE. ANY DAMAGE RESULTING FROM A LACK OF ADEQUATE SHORING, BRACING AND SHEETING, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND HE SHALL EFFECT NECESSARY REPAIRS OR RECONSTRUCTION AT HIS OWN EXPENSE. WHERE THE EXCAVATION FOR A CONDUIT TRENCH, AND/OR STRUCTURE IS FIVE FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL PROVIDE ADEQUATE SHEETING, SHORING AND BRACING OR EQUIVALENT METHOD, FOR THE PROTECTION OF LIFE, OR LIMB, WHICH SHALL CONFORM TO THE APPLICABLE CONSTRUCTION SAFETY ORDERS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA, THE CONTRACTOR SHALL ALWAYS COMPLY WITH OSHA REQUIREMENTS.
3. ALL APPLICABLE REQUIREMENTS OF THE CALIFORNIA CONSTRUCTION AND GENERAL INDUSTRY SAFETY ERRORS, THE OCCUPATIONAL SAFETY AND HEALTH ACT AND THE CONSTRUCTION SAFETY ACT SHALL BE MET.
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN PERMITS NECESSARY TO PERFORM THE WORK SHOWN IN THESE PLANS FROM THE APPROPRIATE AGENCIES.
5. THE CONTRACTOR SHALL TAKE EFFECTIVE ACTION TO PREVENT THE FORMATION OF AN AIRBORNE DUST NUISANCE AND SHALL BE RESPONSIBLE FOR ANY DAMAGE RESULTING FROM THEIR FAILURE TO DO SO.
6. THE CONTRACTOR MUST PROVIDE FOR SAFE ACCESSIBLE INGRESS AND EGRESS FOR ADJACENT PROPERTY OWNERS AND EVA THROUGHOUT THE PERIOD OF CONSTRUCTION . TEMPORARY THROUGH ACCESS FOR THE GENERAL PUBLIC DUE TO CONSTRUCTION STAGING OR LIMITATIONS MUST BE FULLY REVIEWED AND APPROVED BY THE OWNER PRIOR TO IMPLEMENTATION. ALL ACCESS MUST BE SAFE, SECURED, FLAGGED, SIGNED, AND ACCESSIBLE PER THE APPROVED SITE ACCESS PLAN SUBMITTED BY THE CONTRACTOR AND REQUIRED BY THE OWNER.
7. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR EMERGENCY VEHICLE ACCESS, PUBLIC SAFETY AND SAFETY OF EXISTING STRUCTURES. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, FENCING, BARRICADES, TRAFFIC CONTROLS, FLAGGERS , SHORINGS, BRACING AND GUYS OR OTHER DEVICES NECESSARY TO PROVIDE FOR SAFETY IN ACCORDANCE WITH ALL NATIONAL, STATE SPECS AND LOCAL SAFETY ORDINANCES.
8. THE CONTRACTOR SHALL POST EMERGENCY TELEPHONE NUMBERS FOR POLICE, FIRE, AMBULANCE, AND THOSE AGENCIES RESPONSIBLE FOR MAINTENANCE OF UTILITIES IN THE VICINITY OF JOB SITE.
9. ALL EXISTING UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST THREE (3) WORKING DAYS IN ADVANCE OF CONSTRUCTION TO FIELD LOCATE UTILITIES. CALL UNDERGROUND SERVICE ALERT (U.S.A.), AT 800-227-2600. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THOSE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ADDITIONAL COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED AND MERGED IN THE CONTRACT UNIT PRICE.
10. ALL EXISTING UTILITIES AND IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION MUST BE COMPLETELY RESTORED TO THE SATISFACTION OF THE CITY ENGINEER OR UTILITY AGENCY REPRESENTATIVE, AT THE CONTRACTOR'S SOLE EXPENSE.
11. ANY RELOCATION OF PUBLIC UTILITIES SHALL BE CONDUCTED IN ACCORDANCE WITH ANY AND ALL REQUIREMENTS OF THE UTILITY COMPANY REPRESENTATIVE INCLUDING FEES, BONDS, PERMITS AND WORKING CONDITIONS, ETC. THIS WORK SHALL BE DONE AT NO EXPENSE TO THE UTILITY COMPANY. THE OWNER SHALL PAY THE COST OF ALL SUCH RELOCATION WORK INCLUDING FEES, BONDS, PERMITS, ETC.
12. THE CONSTRUCTION OF ALL GRAVITY UNDERGROUND LINES (STORM DRAINS) SHALL BEGIN AT THE MOST DOWNSTREAM END, UNLESS OTHERWISE SPECIFICALLY APPROVED BY ENGINEER OR BY THE OWNER.
13. IF ARCHEOLOGICAL MATERIALS ARE UNCOVERED DURING GRADING, TRENCHING OR OTHER EXCAVATION, EARTHWORK SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST WHO IS CERTIFIED BY THE SOCIETY OF CALIFORNIA ARCHAEOLOGY (SCA) AND/OR THE SOCIETY OF PROFESSIONAL ARCHAEOLOGY (SOPA) HAS HAD AN OPPORTUNITY TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES, IF THEY ARE DEEMED NECESSARY.
14. THE USE OR INSTALLATION OF ANY MATERIAL OR EQUIPMENT WHICH IS MADE FROM, OR WHICH CONTAINS ASBESTOS FOR USE IN THE CONSTRUCTION OF THESE IMPROVEMENTS, IS NEITHER SPECIFIED NOR RECOMMENDED. ANY PARTY INSTALLING OR USING ANY PARTY SUCH MATERIALS OR EQUIPMENT SHALL BE SOLELY RESPONSIBLE FOR ALL INJURIES, DAMAGES, OR LIABILITIES OF ANY KIND, CAUSED BY THE USE OF SUCH MATERIALS OR EQUIPMENT.
15. THE CONTRACTOR MUST MEET AND IMPLEMENT ALL NPDES, SWPPP, AND EROSION CONTROL REQUIREMENTS IN EFFECT AT THE TIME OF CONSTRUCTION.
16. SHOULD IT APPEAR THAT THE WORK TO BE DONE OR ANY MATTER RELATIVE THERETO IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT GATES & ASSOCIATES AT (925) 736-8176 FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.

## LAYOUT NOTES

1. CONTRACTOR SHALL VERIFY ALL UTILITIES, GRADES, EXISTING CONDITIONS AND DIMENSIONS IN THE FIELD PRIOR TO COMMENCING WORK. ALL DISCREPANCIES OR QUESTIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT FOR RESOLUTION.
2. ALL WRITTEN DIMENSIONS SUPERCEDE ALL SCALED DISTANCES AND DIMENSIONS. DIMENSIONS SHOWN ARE FROM THE FACE OF THE BUILDING, WALL, BACK OF CURB, EDGE OF WALK, PROPERTY LINE, OR CENTERLINE OF COLUMN UNLESS OTHERWISE NOTED ON THE DRAWINGS.
3. ALL DIMENSIONS AT BUILDING ARE TO FACE OF BUILDING. ALL DIMENSIONS AT ROADWAY ARE TO FACE OF CURB.
4. ALL ANGLES ARE 45 DEGREE, 90 DEGREE, OR 135 DEGREE UNLESS OTHERWISE NOTED.
5. ALL CURVES AND ALL TRANSITIONS BETWEEN CURVES AND STRAIGHT EDGES SHALL BE SMOOTH.
6. ALL RETURN RADII AND CURB DATA ARE TO FACE OF CURB.
7. WHENEVER BOTTOM OF WALL (BW) ELEVATION IS GIVEN, IT IS FINISH PAVEMENT OR GRADE ELEVATION AT FACE OF WALL.
8. SCORE LINES IN SIDEWALKS SHALL BE SPACED TO EQUAL THE WIDTH OF THE WALKWAY, UNLESS OTHERWISE SHOWN. EXPANSION JOINTS IN SIDEWALKS SHALL BE 20' ON CENTER MAXIMUM.
9. EXPANSION JOINTS IN CONCRETE WALLS SHALL BE AT 40' O.C. MAXIMUM.
10. BUILDING LAYOUT AND LOCATION, SIDEWALK, CURB AND GUTTER, GRADING AND DRAINAGE IS BASED ON DRAWINGS PREPARED BY THE ARCHITECT AND THE CIVIL ENGINEER.
11. STATIONING HEREON IS ALONG CONSTRUCTION CENTERLINE UNLESS OTHERWISE SHOWN OR INDICATED.
12. ANY EXTRA CONSTRUCTION STAKING NECESSITATED SOLELY BY THE CONTRACTOR'S NEGLIGENCE WILL BE CHARGED TO THE CONTRACTOR ON A TIME AND EXPENSES BASIS AND PAID FOR BY THE CONTRACTOR.
13. SEE IRRIGATION DRAWINGS FOR GENERAL SYSTEM REQUIREMENTS AND FOR LOCATION OF IRRIGATION MAINLINE PIPING. SLEEVES TO ACCOMMODATE IRRIGATION PIPING, SIZED AS NEEDED, SHALL BE IN PLACE UNDER AND THROUGH SLABS AND WALLS, PRIOR TO POURING.
14. PROVIDE CONTINUOUS HEADERS AT THE EDGES OF ALL AC PAVING, SHRUB AREAS, LAWN AREAS, DECOMPOSED GRANITE WHERE IT IS NOT CONSTRAINED BY A CONCRETE PAVING OR MOW BAND.
15. ALL CONCRETE PAVEMENTS SHALL BE DOWELED INTO CURBS, SIDEWALKS, AND BUILDING FOUNDATIONS.
16. REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION, SECTIONS, REINFORCEMENT, AND PREPARATION. IN CASE OF DISCREPANCY THE GEOTECHNICAL REPORT SHALL GOVERN.
17. ALL TYPICAL DETAILS SHALL APPLY UNLESS NOTED OTHERWISE.
18. ANY AND ALL WORK WITHIN CITY RIGHT OF WAY SHALL CONFORM TO ALL CITY STANDARD DETAILS AND SPECIFICATIONS.
19. CONCRETE FOOTINGS INSTALLED FOR ALL SITE FURNISHINGS, SPORTS EQUIPMENT, ETC.. IN DECORATIVE PAVEMENT, ASPHALT PAVING, DECOMPOSED GRANITE, CONCRETE PAVING, AND PLANTERS SHALL BE HELD BELOW GRADE.
20. ALL EXISTING ITEMS TO REMAIN SHALL BE PROTECTED AS REQUIRED. ANY DAMAGED ITEMS SHALL BE FULLY REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE FULL SATISFACTION OF THE OWNER.
21. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH SUBCONTRACTORS AS REQUIRED TO ACCOMPLISH OPERATIONS.
22. ALL QUANTITIES AND PAY ITEMS ARE AND WILL BE BASED ON HORIZONTAL MEASUREMENTS.
23. ALL PATTERNS, LINE TYPES, AND SYMBOLS SHOWN WITHIN THE PLAN SET REFERENCE THE LAYOUT LEGEND AND ARE PART OF THE SCOPE OF WORK. CALLOUTS ARE SHOWN FOR CLARIFICATION OF WORK, BUT DO NOT INDICATE EVERY AND ALL INSTANCES OF SUCH WORK. THE CONTRACTOR SHALL REQUEST CLARIFICATION TO ANY ITEMS (INCLUDING BUT NOT LIMITED TO PAVING, WALLS, FINISHES, COLORS, FENCING, FOUNTAINS, POTS, AND SITE FURNITURE) NOT CLEARLY IDENTIFIED TO BE PART OF THE SCOPE OF WORK PRIOR TO BID.
24. THE CONTRACT DRAWINGS MUST BE ACCOMPANIED BY CONTRACT SPECIFICATIONS. THE CONTRACTOR MUST CONTACT THE LANDSCAPE ARCHITECT AT 925-736-8176 FOR SPECIFICATIONS IF NOT RECEIVED.
25. THE CONTRACTOR IS RESPONSIBLE FOR ALL WORK AND MATERIALS OF THE CONTRACT DOCUMENTS INCLUDING ALL WORK AND MATERIALS PROVIDED BY SUBCONTRACTORS. ALL QUALIFICATIONS OF THE CONTRACT DOCUMENTS INCLUDING ALL SPECIFIC EXCLUSIONS OF ANY WORK, DETAILS, MATERIALS, AND INCIDENTALS SHALL BE CONFIRMED AND ACCEPTED IN WRITING BY THE CONTRACTOR AND OWNER UPON FINALIZATION OF BIDS AND CONTRACT. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ALL QUALIFICATIONS AND NOTIFICATIONS.

## SHEET LIST TABLE


| SHEET NUMBER | SHEET TITLE |
|---|---|
| L0.1 | COVER SHEET |
| L0.2 | LAYOUT LEGEND |
| L0.3 | PLANTING NOTES AND LEGEND |
| L1.1 | LAYOUT PLAN |
| L1.2 | LAYOUT PLAN |
| L1.3 | LAYOUT PLAN |
| L1.4 | PARK ENLARGEMENT |
| L1.5 | RESIDENTIAL ENLARGEMENT |
| L2.1 | IRRIGATION PLAN |
| L2.2 | IRRIGATION PLAN |
| L2.3 | IRRIGATION PLAN |
| L2.4 | IRRIGATION NOTES AND LEGEND |
| L2.5 | IRRIGATION DETAILS |
| L2.6 | IRRIGATION DETAILS |
| L2.7 | IRRIGATION DETAILS |
| L2.8 | IRRIGATION DETAILS |
| L2.9 | WATER CALCULATIONS |
| L3.1 | PLANTING PLAN |
| L3.2 | PLANTING PLAN |
| L3.3 | PLANTING PLAN |
| L4.1 | PLANTING DETAILS |
| L4.2 | CONSTRUCTION DETAILS |
| L4.3 | CONSTRUCTION DETAILS |
| L4.4 | CONSTRUCTION DETAILS |


## PROJECT DIRECTORY


### CLIENT
BROOKFIELD PROPERTIES DEV.
12657 ALCOSTA BLVD, STE 250
SAN RAMON, CA 94583
PH: 408.307.7806
CONTACT: MANDI MISAI

### JOINT TRENCH UTILITY
GIACALONE DESIGN SERVICES, INC.
8080 SANTA TERESA BLVD, STE 240
GILROY, CA 95020
PH: 925.467.1740
CONTACT: BRETT FULLINGTON

### CIVIL ENGINEER
RUGGERI-JENSEN-AZAR
8055 CAMINO ARROYO
GILROY, CA 95020
PH: 408.848.0300
CONTACT: WILL LINK

### LANDSCAPE ARCHITECT
GATES + ASSOCIATES
1655 N. MAIN STREET, STE 365,
WALNUT CREEK, CA 94596
PH: (925) 736-8176
CONTACT: MELONIE REYNOLDS

### ARCHITECT
KTGY
1814 FRANKLIN STREET, #400
OAKLAND, CA 94612
PH: 510.272.2910
CONTACT: AMANDA MAZZEI


## LANDSCAPE DESIGN PACKAGE CHECKLIST

- √ LANDSCAPE DESIGN PLANS
- √ IRRIGATION PLANS AND DETAILS
- √ WATER BUDGET CALCULATIONS
- √ SOIL MANAGEMENT REPORT
- √ GRADING DESIGN PLAN (SEE CIVIL PLANS)
- LANDSCAPE AUDIT (TO BE PROVIDED AFTER CONSTRUCTION)

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

BY: _____ DATE: _____
LIC NO.: 6032


GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www.dgates.com


ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS OSE · No. 6032
6/30/2020 Renewal Date
04/18/2022 Date
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | |

COVER SHEET

L0.1

# LAYOUT LEGEND

AC PAVING
S.C.D.

PEDESTRIAN CONCRETE PAVING — 1 / L4.2
FINISH: BROOM
COLOR: STANDARD GREY

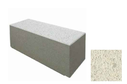
PEDESTRIAN CONCRETE PAVING 'A' — 1 / L4.2
FINISH: MEDIUM SANDBLAST
COLOR: TBD

VEHICULAR STAMPED PAVING
FINISH: TBD
COLOR: TBD
S.C.D.

FIBAR — 2 / L4.2

6' CHAINLINK FENCE AND GATE — 6–7 / L4.2

GOOD NEIGHBOR FENCE AND GATE — 4–5 / L4.2



BOULDERS — 5 / L4.1
SIZE
A: ±ø2'–6", H ±2'–4"
B: ±2'–4"x1'–4", H ±2'–4"
C: ±ø2'–6", H ±3'

SEAT WALL — 3 / L4.2

PRECAST CONCRETE SEAT WALL — 8 / L4.2
MFR: QCP OR SIMILAR
FINISH: TBD
COLOR: TBD
INSTALL PER MFR SPECS

PRECAST CONCRETE SEAT WALL
MFR: WAUSA TILE OR SIMILAR
MODEL: TF5113 CONCRETE BENCH
FINISH: WEATHERSTONE
COLOR: W20 WHITE
INSTALL PER MFR SPECS

PICNIC TABLE
TYPE A – TF3195
TYPE B – TF3200
MFR: WAUSAU OR SIMILAR
COLOR: A22 SAND
FINISH: STANDARD WEATHERSTONE
INSTALL PER MFR SPECS

BENCH
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: AU452–05
MATERIAL: IPE
FINISH: POWDERCOAT METAL BRONZE
INSTALL PER MFR SPECS

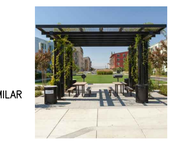
BBQ
MFR: THE PARK AND FACILITIES OR SIMILAR
MODEL: 136–1022 IN GROUND MOUNT BASE, 7X20 SHELF
COLOR: BLACK
INSTALL PER MFR SPECS

TRASH RECEPTACLE:
MFR: DUMOR OR SIMILAR
WOOD: IPE
MODEL A: 187–32–PL–FTO–BT
COLOR A: TEXTURED RUST
MODEL B: 187–32–PL–FTO–RC
COLOR B: RECYCLE BLUE
INSTALL PER MFR SPECS

HOT ASH RECEPTACLE
MFR:PREMIUM PARK PRODUCTS OR SIMILAR
COLOR: SAND TAN
FINISH: LIGHT SAND BLAST
INSTALL PER MFR SPECS

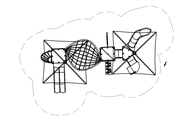
CLUSTERED MAILBOX UNITS — 2 / L4.4
MFR: SALSBURY INDUSTRIES OR SIMILAR
MODEL: 3316SAN–U
COLOR: SANDSTONE
DOORS: 16 A SIZE
LICENSE#: ICDSEQ–08–B–0026
INSTALL PER MFR SPECS

BIKE RACK
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: EMERSON BIKE RACK
COLOR: STEEL
FINISH: POWDER COATED METAL (METALLIC)
INSTALL PER MFR SPECS

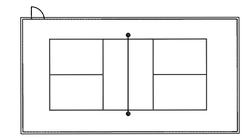


SHADE STRUCTURE A
MFR: POLIGON OR SIMILAR
SIZE: 35' X 40'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER

SHADE STRUCTURE B
MFR: POLIGON OR SIMILAR
SIZE: 30' X 25'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER



PLAY STRUCTURE (AGES 5–12) — 1 / L4.4
MFR: LANDSCAPE STRUCTURES OR SIMILAR
REP: ROSS RECREATION
CONTACT: ALEX HAILEY



PICKLEBALL COURT — 1–8 / L4.3

# ABBREVIATIONS

| | | | |
|---|---|---|---|
| AC | ASPHALT CONCRETE | LSB | LIGHT SANDBLAST |
| A.F.G. | ABOVE FINISHED GRADE | MFR | MANUFACTURER |
| BOW | BACK OF WALK | MIN. | MINIMUM |
| BS | BOTTOM OF STAIR | MED | MEDIUM |
| BW | BOTTOM OF WALL | MSB | MEDIUM SANDBLAST |
| BW | BOTH WAYS | (N) | NEW |
| C | CONDUIT | NIC | NOT IN CONTRACT |
| C&G | CURB AND GUTTER | NTS | NOT TO SCALE |
| CB | CATCH BASIN (CIVIL) | O.C. | ON CENTER |
| CL | CENTER LINE | OFCI | OWNER FURNISHED, CONTRACTOR INSTALLED |
| CMU | CONCRETE MASONRY UNIT | PA | PLANTING AREA |
| CO | CLEAN OUT (CIVIL) | PCC | PORTLAND CEMENT CONCRETE |
| CONC. | CONCRETE | PL | PROPERTY LINE |
| CP | CONTROL POINT | PR | PROPOSED |
| CTRL | CONTROL | PVC | POLY VINYL CHLORIDE |
| DIA | DIAMETER | (R) | RELOCATED |
| (E), EXIST | EXISTING | R | RADIUS |
| E | ELECTRICAL | S | SLOPE |
| E.W. | EACH WAY | S.A.D. | SEE ARCHITECTURAL DRAWINGS |
| EA | EACH | S.C.D. | SEE CIVIL DRAWINGS |
| EJ | EXPANSION JOINTS | S.E.D. | SEE ELECTRICAL DRAWINGS |
| EL | ELEVATION | S.S.D. | SEE STRUCTURAL DRAWINGS |
| EQ | EQUAL | S.P.D. | SEE PLUMBING DRAWINGS |
| ES | EQUAL SPACES | SB | SANDBLAST |
| EX | EXISTING | SIM | SIMILAR |
| F.O.F. | FACE OF BUILDING | SP | SPACING |
| (F), FUT | FUTURE | SD | STORM DRAIN |
| FC | FACE OF CURB | SDCO | STORM DRAIN CLEANOUT |
| FG | FINISH GRADE | SDMH | STORM DRAIN MANHOLD |
| FH | FIRE HYDRANT | SL | STREET LIGHT |
| FL | FLOW LINE | SQ. | SQUARE |
| (G), GRD | GROUND | SS | STAINLESS STEEL |
| G | GAS | SS | SANITARY SEWER (CIVIL) |
| GB | GRADE BREAK | SSCO | SANITARY SEWER CLEANOUT |
| HC | HANDICAP FACILITY | SSMH | SANITARY SEWER MANHOLE |
| HDPE | HIGH DENSITY POLYETHYLENE | S/W | SIDEWALK |
| HH | HANDHOLE | TBD | TO BE DETERMINED |
| HSB | HEAVY SANDBLAST | TS | TOP OF STAIR |
| HT | HEIGHT | TW | TOP OF WALL |
| INV | INVERT | TYP. | TYPICAL |
| IC | IRRIGATION CONTROL | UNO | UNLESS OTHERWISE NOTED |
| IRR | IRRIGATION | W | WATER LINE (CIVIL) |
| JB | JUNCTION BOX | WP | WATERPROOF |
| LIP | LIP OF GUTTER | W.P.M. | WATERPROOF MEMBRANE |
| L.O.W. | LIMIT OF WORK | | |
| | POINT OF BEGINNING | | |
| | ALIGN | | |

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-C-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:35 AM


GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www.dgates.com


ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS OSE · No. 6096
6/30/2020
Renewal Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | SCALE |

0 .5X 1X 2X
0" 1/2" 1" 2"

LAYOUT LEGEND

L0.2

# PLANTING NOTES

GENERAL

1. ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH PLANTING WORK AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN.
2. ALL QUANTITIES AND PLANT COUNTS ARE FOR THE CONVENIENCE OF THE CONTRACTOR. IN CASE OF DISCREPANCIES, THE PLAN SHALL GOVERN.
3. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO MAKE SUBSTITUTIONS, ADDITIONS, AND DELETIONS IN THE PLANTING SCHEME AS THEY FEEL NECESSARY WHILE WORK IS IN PROGRESS, UPON APPROVAL BY THE OWNER. SUCH CHANGES ARE TO BE ACCOMPANIED BY EQUITABLE ADJUSTMENTS IN THE CONTRACT PRICE, WHEN NECESSARY.
4. PLANT MATERIAL LOCATIONS SHOWN ARE DIAGRAMMATIC AND MAY BE SUBJECT TO CHANGE IN THE FIELD BY THE LANDSCAPE ARCHITECT. PLANT LOCATIONS ARE TO BE ADJUSTED IN THE FIELD AS NECESSARY TO SCREEN UTILITIES, BUT SHALL NOT BLOCK WINDOWS, BLOCK SIGNS NOR IMPEDE ACCESS.
5. THE DESIGN INTENT OF THE PLANTING PLAN IS TO ESTABLISH AN ATTRACTIVE MATURE LANDSCAPE APPEARANCE. FUTURE PLANT GROWTH WILL NECESSITATE TRIMMING, SHAPING, AND IN SOME CASE REMOVAL OF TREES AND SHRUBS AS AN ON-GOING MAINTENANCE PROCEDURE.
6. ALL PLANTING AREA MUST BE IRRIGATED WITH AUTOMATIC IRRIGATION SYSTEM. IRRIGATION SYSTEM SHALL BE FULLY AUTOMATED AND OPERATIONAL WITH FULL COVERAGE PRIOR TO PLANTING.
7. CONTRACTOR TO REVIEW ALL EXISTING, PROPOSED, & AS BUILT UTILITY PLANS PRIOR TO CONSTRUCTION. CONTRACTOR TO TAKE PRECAUTIONS IN EXCAVATION OF ALL TREE PLANTING PITS. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS FOUND DURING CONSTRUCTION.
8. CONTRACTOR MUST REVIEW ALL PLANS PRIOR TO THE BEGINNING OF CONSTRUCTION AND MAINTAIN THE FOLLOWING CLEARANCES FOR ALL TREE PLANTINGS. CONTRACTOR TO TAKE PRECAUTION IN ALL EXCAVATION ACTIVITY. NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS PRIOR TO INSTALLATION.
   - FIRE HYDRANTS AND PIVS: 5' MINIMUM
   - LIGHT POLES: 10' MINIMUM
   - UTILITIES: 5' MINIMUM
   - BUILDING ROOF EDGE: 5' MINIMUM
9. CONTRACTOR TO PROVIDE AND ARRANGE FOR PLANT MATERIAL THRU CONTRACT GROW, PLANT BROKERS, OR DIRECT PURCHASE AS REQUIRED FOR THE FULL IMPLEMENTATION OF THE PROJECTS PLANTING PLAN. CONTRACTOR MUST SUBMIT WITHIN 30 DAYS AFTER AWARD OF A BID A DETAILED NURSERY LIST OF SECURED PLANT MATERIAL, CONTRACT GROW PLANT MATERIAL, AND ANY SUBSTITUTION REQUESTS. CONTRACTOR SHALL ARRANGE AND SECURE ALL PLANT MATERIAL WITHIN 30 DAYS OF BID. UPON DELIVERY, PLANT MATERIAL THAT DOES NOT MEET NURSERY STANDARDS, IS ROOTBOUND, OF POOR QUALITY & HEALTH, SUBSTANDARD SIZE, AND / OR IS NOT APPROVED BY THE LANDSCAPE ARCHITECT SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. MATERIAL WHICH IS NOT SECURED AND IS UNAVAILABLE IN THE SIZE SPECIFIED SHALL BE UP-SIZED, IF AVAILABLE. ALL REPLACEMENT MATERIAL, SUBSTITUTIONS OR UP-SIZED PLANT MATERIAL MUST BE PROVIDED AS REQUIRED FOR THE FULL IMPLEMENTATION OF THE PLANTING PLAN AT NO ADDITIONAL COST TO THE CONTRACT AND OWNER.
10. PROCUREMENT OF PLANT MATERIAL SHALL NOT BE LIMITED TO NORTHERN CALIFORNIA. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRUCKING, INSPECTIONS, AND INCIDENTALS FOR PROVIDING PLANT MATERIAL FROM SOURCES OUT OF STATE AS REQUIRED BY THE PROJECT PLANTING PLAN.

EXISTING PLANT MATERIAL

1. ALL EXISTING PLANT MATERIAL, TREES, OR LAWN TO REMAIN MUST BE PROTECTED AND MAINTAINED IN PLACE BY THE CONTRACTOR.
2. ANY DAMAGED MATERIAL MUST BE FULLY REPLACED TO MATCH EXISTING BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT AND OWNER.
3. CONTRACTOR MUST MAINTAIN ANY EXISTING IRRIGATION SYSTEMS OR PROVIDE TEMPORARY IRRIGATION SYSTEMS AS REQUIRED TO ALL EXISTING PLANTING AREAS TO REMAIN.

SOILS

1. THE CONTRACTOR MAY PROTECT AND STOCKPILE EXISTING SITE SOILS WHICH MAY BE REUSED FOR PLANTING PURPOSES. EXISTING SOILS SHALL BE TESTED PRIOR TO STOCKPILE FOR SOILS SUITABILITY PER THE REQUIREMENTS BELOW.
3. ALL ORGANIC COMPOST SHALL HAVE AN AGRICULTURAL SUITABILITIES TEST FOR COMPATIBILITY TO EXISTING SITE SOILS. TEST RESULTS SHALL BE DATED WITHIN THE LAST 3 MONTHS OF THE SUBMITTAL.
4. ALL EXISTING SITE SOILS SHALL HAVE AN AGRICULTURAL SUITABILITIES TEST BY AN APPROVED SOILS TESTING LAB (WAYPOINT ANALYTICAL OR APPROVED EQUAL) AND ANALYSIS FOR RECOMMENDATIONS ON ORGANIC COMPOST, AMENDMENTS, GRO POWER FERTILIZER AND ANY INCIDENTALS. RECOMMENDATIONS CONTAINED IN THE SOILS ANALYSIS RESULTS ARE TO BE IMPLEMENTED BEFORE PLANTING OCCURS. CONTRACTOR SHALL PROVIDE UP TO 4 COMBINED TESTS AT LOCATIONS SELECTED BY THE LANDSCAPE ARCHITECT. SOIL SAMPLES TO BE TAKEN AND COMBINED FROM A DEPTH OF 6" AND 24". PROVIDE ADDITIONAL TESTING (ONE 6" AND ONE 24" DEPTH TEST PER 25,000 SF FOR AREAS WHICH WERE LIME TREATED). THE ORGANIC COMPOST TEST RESULTS LISTED ABOVE SHALL BE SUBMITTED TO THE SOILS LAB FOR ACCURATE RECOMMENDATIONS OF THE SOIL AMENDMENT REQUIREMENTS. TEST RESULTS SHALL BE TAKEN AFTER ALL GRADING OPERATIONS ARE COMPLETE.
5. ALL LIME TREATED SOILS IN AREAS TO RECEIVE PLANTING SHALL BE FULLY REMOVED AND REPLACED WITH CLEAN APPROVED IMPORT TOP SOIL AT NO COST TO THE OWNER. AN ADDITIONAL 8 SOILS TESTS MAY BE REQUESTED BY THE LANDSCAPE ARCHITECT. ALL TESTING SHALL BE PAID FOR BY THE CONTRACTOR.
6. ALL SOILS IMPORTED ONTO THE SITE FOR ANY PURPOSE SUCH AS GRADING, NON EXPANSIVE FILL, FILL, OR FOR ANY GENERAL PURPOSE MUST BE TESTED FOR PLANT SUITABILITY PRIOR TO PLACEMENT. ALL IMPORT SOILS SHALL BE NON-DETRIMENTAL TO PLANT MATERIAL AND SOILS ANALYSIS SUBMITTED TO THE LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL. PROVIDE 1 TEST PER 500 CY OF MATERIAL.
7. ALL IMPORT SOILS SHALL BE FREE OF DELETERIOUS MATERIALS, AGGREGATES, AND ROCK. IMPORT SOIL SHALL BE LOAM/ CLAY LOAM WITH A PH BETWEEN 6 AND 7.5. SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS
8. FOR BID PURPOSES AMEND ALL SOIL WITH 6 YARDS OMRI COMPOST, 50LBS GYPSUM, 20LBS SOIL SULFUR AND 160LBS OF GRO-POWER PLUS 5-3-1 W/ M PER 1000SF. CONTRACTOR TO SUBMIT ALL DELIVERY TICKETS FOR COMPOST AND FERTILIZERS FOR VERIFICATION.
9. SOIL IS TO BE AMENDED, AT THE RATE INDICATED BY THE SOIL ANALYSIS, TO BRING THE SOIL ORGANIC MATTER CONTENT TO A MINIMUM OF 3.5% BY DRY WEIGHT, AND A MINIMUM OF 2" OF QUALITY RECYCLED COMPOST, ON ALL PLANTING AREAS.
10. ALL PLANTERS IN AREAS WHICH HAVE BEEN COMPACTED, SUCH AS CONSTRUCTION STAGING AREAS AND IN PARKING LOTS, SHALL BE CROSS RIPPED TO THE FOLLOWING DEPTHS: PLANTERS LESS THAN THREE (3) FEET WIDE SHALL HAVE COMPACTION RELIEVED TO A MINIMUM DEPTH OF TWENTY-FOUR (24) INCHES BELOW SUBGRADE. PLANTERS THREE TO TEN (3-10) FEET WIDE MUST HAVE COMPACTION RELIEVED TO A MINIMUM DEPTH OF 18" BELOW SUBGRADE, PLANTERS MORE THAN 10' WIDE SHALL HAVE COMPACTION RELIEVED TO A MINIMUM DEPTH OF 12" BELOW SUBGRADE. AREAS SHALL BE PROTECTED AFTER DECOMPACTION.
11. CONTRACTOR SHALL PERFORM A PERCOLATION TEST AT THE BEGINNING OF CONSTRUCTION AT 1 LOCATION PER ACRE (MAX OF 4) TO DETERMINE THE DRAINAGE CAPACITY OF THE EXISTING SITE SOIL FOR TREE HEALTH. NOTIFY THE LANDSCAPE ARCHITECT IF DRAINAGE IS LESS THAN 2" PER HOUR.

# PLANTING NOTES (CONT)

TREES

1. ALL TREES SHALL BE STANDARDS UNLESS SPECIFICALLY NOTED.
2. ALL TREES ARE TO BE STAKED AS SHOWN ON THE TREE STAKING/GUYING DIAGRAMS. BRANCHING HEIGHT OF TREES SHALL BE A 6'-0" MINIMUM ABOVE FINISH GRADE. ALL TREES IN A FORMAL GROUP PLANTING MUST BE MATCHING IN SIZE AND SHAPE. ALL STREET TREES TO BE INSTALLED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE OWNER. LANDSCAPE ARCHITECT SHALL BE CONSULTED REGARDING ORIENTATION OF TREES PRIOR TO PLANTING AND/OR BACKFILLING.
3. PLANT TREES 3'-0" MINIMUM FROM FACE OF CURB AT PARKING, AND FROM EDGES OF PAVING. ALL TREES WITHIN 5' OF PAVING AREAS AND BUILDINGS MUST HAVE ROOT BARRIERS INSTALLED. SEE ROOT BARRIER DETAIL. DEEP ROOT BARRIER MODEL NO. UB.24.2. (415) 344-1464. INSTALL PER MANUFACTURER'S SPECIFICATIONS. WHERE WATER BARRIERS AND ROOT BARRIERS ARE REQUIRED, USE CENTURY PRODUCTS DUAL PURPOSE WATER/ ROOT BARRIER CR-PE24-20, (714)632-7083, S.C.D. FOR LOCATIONS OF WATER BARRIER.
4. PROVIDE 4" BERM AROUND TREE FOR WATER BASIN. SEE TREE STAKING DETAIL. BERM TO BE REMOVED IN LAWN AREA AFTER INITIAL MAINTENANCE PERIOD. MULCH TREE WELL WITH 3" LAYER OF RECYCLED CHIPPED MULCH. KEEP MULCH AWAY FROM TREE TRUNK. HOLD LAWN AND HYDROSEED 2' CLEAR FROM TRUNKS, TYP.
5. TREES MUST HAVE AN UNCUT LEADER THAT HAS A UNIFORM TAPER FROM BASE TO TIP. TREES MUST MEET AT LEAST NORMAL CALIPER AND HEIGHT FOR CONTAINER SIZE. OVERGROWN OR ROOT BOUND TREES ARE NOT ACCEPTABLE.
6. FOR ALL TREES IN STORMWATER INFILTRATION ZONES HOLD FG OF ROOTBALL 4" ABOVE FG OF FLOWLINE. ADJUST ADJACENT GRADE OF SOIL TO BLEND UNIFORMLY AROUND ROOTBALL AND ALLOW UNIMPEDED FLOW OF WATER.

SHRUBS, GROUNDCOVERS AND VINES

1. GROUNDCOVER MUST BE PLANTED AS SHOWN ON THE PLAN, INCLUDING UNDER SHRUBS AND IN TREE WATERING BASINS.
2. SHRUBS AND PERENNIALS MUST HAVE ADEQUATE SETBACK FROM THE ADJACENT SIDEWALK AND EDGES OF PARKING LOT CURBS. NOTIFY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION IF PLANT MATERIAL MAY PROTRUDE INTO THE PATH OF TRAVEL.
3. THE CONTRACTOR IS TO SECURE ALL VINES TO TRELLISES WITH APPROVED FASTENERS, ALLOWING FOR TWO (2) YEARS GROWTH. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT.

ACCESSORIES

1. ALL PLANTING NOT BOUNDED BY CONCRETE OR A HARDSCAPE EDGE SHALL BE COMPLETELY SURROUNDED BY HEADERS. ALL ASPHALT AND DECOMPOSED GRANITE AREAS TO BE COMPLETELY SURROUNDED BY HEADERS OR ADJACENT CONCRETE WORK.
2. ALL PLANTING AREAS MUST BE TOP-DRESSED WITH 3" LAYER OF RECYCLED CHIPPED MULCH. COLOR: BROWN. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO ORDERING.
3. ALL MULCH WITHIN STORMWATER PLANTING AREAS MUST BE 3" OF WASHED PEA GRAVEL. SUBMIT SAMPLE FOR REVIEW AND APPROVAL.
4. ALL STORMWATER CURB CUTS MUST BE REINFORCED WITH A MINIMUM 12" WIDE X18" LONG X 6" DEEP BAND OF COBBLE. COBBLE SHALL BE 40% 4"-6" AND 60% 2"-3" NOIYO COBBLE. PROVIDE 24" WIDE BY 6" DEPTH OF COBBLE AROUND ALL CATCH BASINS LOCATED IN DRAINAGE AREAS. SUBMIT SAMPLE FOR REVIEW AND APPROVAL
5. ALL RAINWATER LEADERS DISCHARGING INTO LANDSCAPE AREAS MUST HAVE SPLASH BLOCKS. MODEL: CDI 16X24". COLOR: TO MATCH PAVING. (800) 279-2278.
6. ALL SLOPES GREATER THAN 2.5:1 MUST BE COVERED WITH EROSION CONTROL NETTING PER THE MANUFACTURER'S SPECIFICATIONS. OVERLAP ALL EDGES A MINIMUM OF 12" AND SECURE AS REQUIRED WITH METAL STAPLES. EROSION CONTROL NETTING TO BE WESTERN EXCELSIOR, EXCEL CS-3 OR APPROVED EQUAL.AVAILABLE FROM REED & GRAHAM 888-381-0800.
7. SEE SPECIFICATIONS FOR ALL FERTILIZER REQUIREMENTS

SUBMITTALS

1. CONTRACTOR MUST SUBMIT ALL TESTS, PRODUCTS, ACCESSORIES, INCIDENTALS, CUT SHEETS OF ALL ITEMS SPECIFIED FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
2. ALL PLANT MATERIAL MUST BE REVIEWED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO DELIVERY. CONTRACTOR SHALL SUBMIT PHOTOS OF ALL SHRUBS, GROUND COVERS, VINES, AND TREES FOR PRELIMINARY REVIEW AND APPROVAL.
3. ALL SUBMITTALS AND PLANT MATERIAL NOT REVIEWED AND APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT MAY BE SUBJECT TO FULL REMOVAL AND REPLACEMENT WITH APPROVED SOILS, FERTILIZERS, AND PLANT MATERIAL AT NO ADDITIONAL COST TO THE CONTRACT OR OWNER.
4. SUBMITTALS AND SITE MOCKUPS OF ALL WORK SHALL BE REQUIRED PRIOR TO FINAL PLACEMENT INCLUDING BUT NOT LIMITED TO ALL WALLS, PAVEMENTS, COLORS, FINISHES, METAL WORK, FENCING, AND PAINTING FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT. SEE SPECIFICATIONS.

MUNICIPAL REQUIREMENTS

1. ALL PLANT MATERIAL TO BE INSPECTED & APPROVED BY CITY REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
2. CONTACT THE PROJECT LANDSCAPE ARCHITECT FOR FINAL INSPECTION OF LANDSCAPE AND IRRIGATION. PRIOR TO RELEASE OF BUILDING FOR OCCUPANCY, THE PROJECT LANDSCAPE ARCHITECT WILL SUBMIT A LETTER TO THE CITY CERTIFYING THE PLANTING AND IRRIGATION HAS BEEN INSTALLED IN CONFORMANCE WITH THE APPROVED PLANTING AND IRRIGATION PLANS, SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY LANDSCAPE ARCHITECT. SECURITIES IN LIEU OF INSTALLATION WILL NOT BE ACCEPTED.
3. DURING THE INSTALLATION OF LANDSCAPING AND INSTALLATION AND PRIOR TO THE ISSUANCE OF A BUILDING OCCUPANCY PERMIT, THE LANDSCAPE ARCHITECT MUST INSPECT AND MONITOR THE INSTALLATION OF MATERIALS TO VERIFY CONFORMANCE TO THESE PLANS. ONCE APPROVED, THE LANDSCAPE ARCHITECT SHALL PROVIDE A WRITTEN LETTER TO DEPARTMENT OF PLANNING AND DEVELOPMENT STATING COMPLIANCE WITH THE APPROVED PLANS.

# WATER CONSERVATION STATEMENT

1. THE PLANT LIST IS PRELIMINARY IN NATURE. SPECIES SHALL BE ADDED AND SUBTRACTED TO FULFILL THE DESIGN AND HORTICULTURAL REQUIREMENTS AS NECESSARY.
2. THE IRRIGATION SYSTEM SHALL BE DESIGNED WITH WATER CONSERVATION IN MIND WHILE ACHIEVING THE GOAL OF EFFECTIVELY AND EFFICIENTLY PROVIDING THE LANDSCAPE WITH WATER BY MEANS OF SPRAY IRRIGATION TO THE SHRUBS/GROUNDCOVER AREAS AND BUBBLERS TO THE TREES.
3. THE SPRAY SYSTEM SHALL BE TORO SPRAY HEADS WITH PRESSURE COMPENSATING NOZZLES IN A HEAD TO HEAD LAYOUT TO ACHIEVE AN EVEN LEVEL OF PRECIPITATION THROUGHOUT THE IRRIGATION SYSTEM.
4. A STATE-OF-THE-ART IRRIGATION CONTROLLER SHALL BE SPECIFIED FOR THIS PROJECT TO CONTROL THE WATER ALLOCATED TO EACH VALVE GROUPED PER INDIVIDUAL HYDROZONE (BASED ON PLANT TYPE AND EXPOSURE).

## PLANT SCHEDULE

| STREET TREES | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
|---|---|---|---|---|---|
| LAU | LAURUS X 'SARATOGA' | SARATOGA HYBRID LAUREL | 24"BOX | L | PER PLAN |
| QUE | QUERCUS VIRGINIANA | SOUTHERN LIVE OAK | 24" BOX STANDARD | M | PER PLAN |
| RHA | RHAPHIOLEPIS INDICA 'MAGNIFICENT' | MAGNIFICENT INDIAN HAWTHORN | 24" BOX STANDARD | L | PER PLAN |
| | | | | | |
| TREES | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
| ARB | ARBUTUS UNEDO 'COMPACTA' | COMPACT STRAWBERRY TREE | 24" BOX MULTI | L | PER PLAN |
| CER | CERCIS CANADENSIS | EASTERN REDBUD MULTI-TRUNK | 15 GAL | M | PER PLAN |
| LAG | LAGERSTROEMIA INDICA X FAURIEI 'MUSKOGEE' | MUSKOGEE CRAPE MYRTLE | 15 GAL | L | PER PLAN |
| MAG | MAGNOLIA GRANDIFLORA 'LITTLE GEM' | LITTLE GEM DWARF SOUTHERN MAGNOLIA | 15 GAL | M | PER PLAN |
| OLE | OLEA EUROPAEA 'WILSONII' | WILSON OLIVE | 24" BOX MULTI | VL | PER PLAN |
| PIS | PISTACIA CHINENSIS | CHINESE PISTACHE | 15 GAL | L | PER PLAN |
| PLA | PLATANUS X ACERIFOLIA 'COLUMBIA' | COLUMBIA LONDON PLANE TREE | 15 GAL | M | PER PLAN |
| PRU | PRUNUS X YEDOENSIS 'AKEBONO' | AKEBONO YOSHINO CHERRY | 15 GAL | M | PER PLAN |
| ULM | ULMUS PARVIFOLIA | LACEBARK ELM | 15 GAL | L | PER PLAN |
| ZEL | ZELKOVA SERRATA 'VILLAGE GREEN' | VILLAGE GREEN SAWLEAF ZELKOVA | 15 GAL | M | PER PLAN |
| | | | | | |
| SHRUBS | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
| CK | CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' | KARL FOERSTER FEATHER REED GRASS | 1 GAL | L | 24" o.c. |
| CT | CHONDROPETALUM TECTORUM 'DWARF' | DWARF CAPE RUSH | 1 GAL | L | 24" o.c. |
| DV | DIETES GRANDIFLORA 'VARIEGATA' | STRIPED FORTNIGHT LILY | 1 GAL | L | 36" o.c. |
| EP | EUONYMUS FORTUNEI 'MONCE' TM | GOLDEN PRINCE WINTERCREEPER | 5 GAL | M | 48" o.c. |
| FM | FESTUCA MAIREI | ATLAS FESCUE | 1 GAL | L | 24" o.c. |
| LP | LANTANA MONTEVIDENSIS | PURPLE TRAILING LANTANA | 1 GAL | L | 72" o.c. |
| LC | LEYMUS CONDENSATUS 'CANYON PRINCE' | CANYON PRINCE GIANT WILD RYE | 1 GAL | L | 48" o.c. |
| LI | LOMANDRA LONGIFOLIA 'BREEZE' TM | BREEZE MAT RUSH | 1 GAL | L | 36" o.c. |
| LS | LOMANDRA LONGIFOLIA 'ROMA 13' TM | PLATINUM BEAUTY VARIEGATED MAT RUSH | 1 GAL | L | 36" o.c. |
| MC | MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS | 5 GAL | L | 48" o.c. |
| MD | MYRTUS COMMUNIS 'COMPACTA' | DWARF COMMON MYRTLE | 5 GAL | L | 24" o.c. |
| NH | NANDINA DOMESTICA 'HARBOUR DWARF' | HARBOUR DWARF HEAVENLY BAMBOO | 1 GAL | L | 30" o.c. |
| NF | NEPETA X FAASSENII | CATMINT | 1 GAL | M | 18" o.c. |
| RC | ROSA CALIFORNICA | CALIFORNIA WILD ROSE | 5 GAL | L | 72" o.c. |
| SH | SALVIA MICROPHYLLA 'HOT LIPS' | HOT LIPS GRAHAM SAGE | 1 GAL | L | 36" o.c. |
| WS | WESTRINGIA FRUTICOSA 'SMOKEY' | SMOKEY WESTRINGIA | 5 GAL | L | 48" o.c. |
| | | | | | |
| GROUND COVERS | BOTANICAL NAME | COMMON NAME | CONT | WATER USE | SPACING |
| AE | ARCTOSTAPHYLOS X 'EMERALD CARPET' | EMERALD CARPET MANZANITA | 1 GAL | M | 36" o.c. |
| BP | BACCHARIS PILULARIS 'PIGEON POINT' | PIGEON POINT COYOTE BRUSH | 1 GAL | L | 96" o.c. |
| JP | JUNCUS PATENS | CALIFORNIA GRAY RUSH | 1 GAL | L | 24" o.c. |
| MP | MYOPORUM PARVIFOLIUM 'PINK' | PINK TRAILING MYOPORUM | 1 GAL | L | 60" o.c. |
| TB | TURF SOD BIOBLUE | BIOGRASS | SODDED | H | |
| TU | TURF SOD BOLERO PLUS | FESCUE BLEND | SODDED | H | |

# PLANTING LEGEND

XXX / XX ITY — TREE NAME — SEE PLANT LIST FOR ADDT'L. INFO.

XX / XX ITY — SHRUB NAME — SEE PLANT LIST FOR ADDT'L. INFO.

XX / XX ITY — GROUNDCOVER — SEE PLANT LIST FOR ADDT'L. INFO.

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-C-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:35 AM


GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
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ROSEWOOD AT LILLIAN COMMONS

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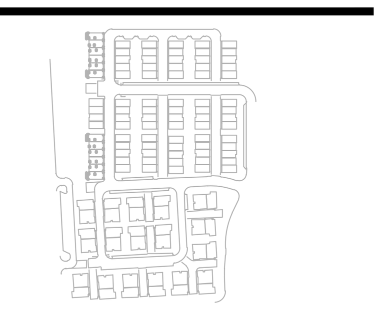
CALIFORNIA



Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

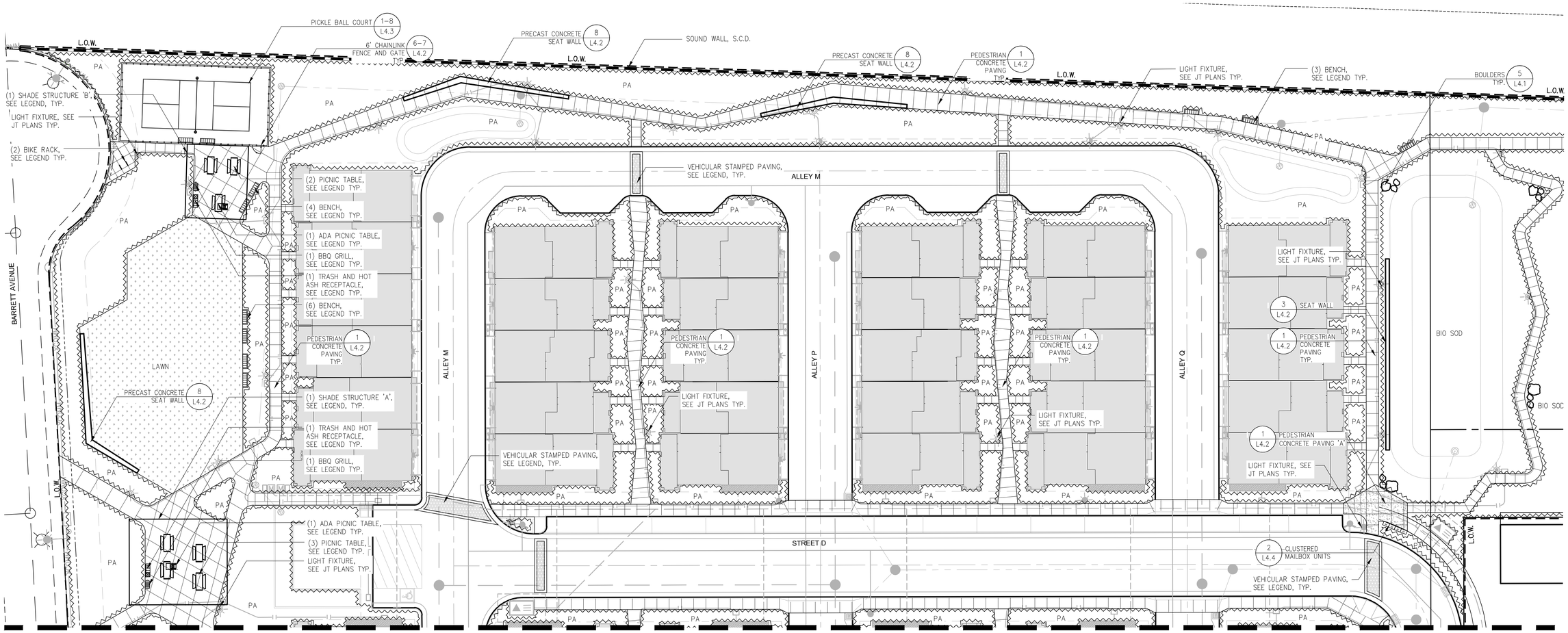
REGISTERED LANDSCAPE ARCHITECT · CASEY CASE · No. 6032 · Signature · 6/30/2020 Renewal Date · 04/18/2022 Date · L.A. · STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | SCALE |

0 .5X 1X 2X
0" ½" 1" 2"

PLANTING NOTES AND LEGEND

L0.3




MATCHLINE – SEE SHEET L1.2

## LAYOUT LEGEND

AC PAVING
S.C.D.

PEDESTRIAN CONCRETE PAVING — 1 / L4.2
FINISH: BROOM
COLOR: STANDARD GREY

PEDESTRIAN CONCRETE PAVING 'A' — 1 / L4.2
FINISH: MEDIUM SANDBLAST
COLOR: TBD

VEHICULAR STAMPED PAVING
FINISH: TBD
COLOR: TBD
S.C.D.

FIBAR — 2 / L4.2

6' CHAINLINK FENCE AND GATE — 6–7 / L4.2

GOOD NEIGHBOR FENCE AND GATE — 4–5 / L4.2

BOULDERS — 5 / L4.1
SIZE
A: ±ø2'–6", H ±2'–4"
B: ±2'–4"x1'–4", H ±2'–4"
C: ±ø2'–6", H ±3'

SEAT WALL — 3 / L4.2

PRECAST CONCRETE SEAT WALL — 8 / L4.2
MFR: QCP OR SIMILAR
FINISH: TBD
COLOR: TBD
INSTALL PER MFR SPECS

PRECAST CONCRETE SEAT WALL
MFR: WAUSA TILE OR SIMILAR
MODEL: TF5113 CONCRETE BENCH
FINISH: WEATHERSTONE
COLOR: W20 WHITE
INSTALL PER MFR SPECS

PICNIC TABLE
TYPE A – TF3195
TYPE B – TF3200
MFR: WAUSAU OR SIMILAR
COLOR: A22 SAND
FINISH: STANDARD WEATHERSTONE
INSTALL PER MFR SPECS

BENCH
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: AU452–05
MATERIAL: IPE
FINISH: POWDERCOAT METAL BRONZE
INSTALL PER MFR SPECS

BBQ
MFR: THE PARK AND FACILITIES OR SIMILAR
MODEL: 136–1022 IN GROUND MOUNT BASE, 7X20 SHELF
COLOR: BLACK
INSTALL PER MFR SPECS

TRASH RECEPTACLE:
MFR: DUMOR OR SIMILAR
WOOD: IPE
MODEL A: 187–32–PL–FTO–BT
COLOR A: TEXTURED RUST
MODEL B: 187–32–PL–FTO–RC
COLOR B: RECYCLE BLUE
INSTALL PER MFR SPECS

HOT ASH RECEPTACLE
MFR:PREMIUM PARK PRODUCTS OR SIMILAR
COLOR: SAND TAN
FINISH: LIGHT SAND BLAST
INSTALL PER MFR SPECS

CLUSTERED MAILBOX UNITS — 2 / L4.4
MFR: SALSBURY INDUSTRIES OR SIMILAR
MODEL: 3316SAN–U
COLOR: SANDSTONE
DOORS: 16 A SIZE
LICENSE#: ICDSEQ–08–B–0026
INSTALL PER MFR SPECS

BIKE RACK
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: EMERSON BIKE RACK
COLOR: STEEL
FINISH: POWDER COATED METAL (METALLIC)
INSTALL PER MFR SPECS

SHADE STRUCTURE A
MFR: POLIGON OR SIMILAR
SIZE: 35' X 40'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER

SHADE STRUCTURE B
MFR: POLIGON OR SIMILAR
SIZE: 30' X 25'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER

PLAY STRUCTURE (AGES 5–12) — 1 / L4.4
MFR: LANDSCAPE STRUCTURES OR SIMILAR
REP: ROSS RECREATION
CONTACT: ALEX HAILEY

PICKLEBALL COURT — 1–8 / L4.3

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-L-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:59 AM


GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www.dgates.com


# ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
LICENSE CASE · No. 5597
6/30/2020 Exp. Date
04/18/2022 Date
L.A.
STATE OF CALIFORNIA

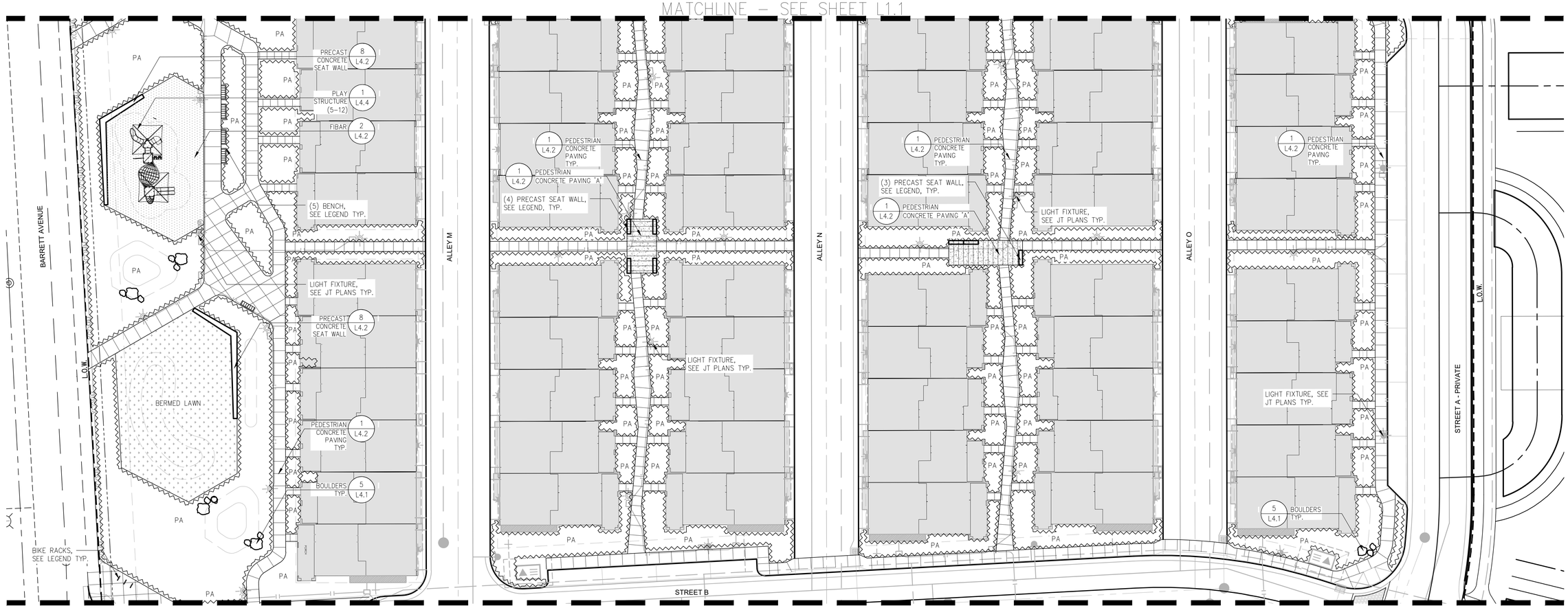
| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

0 10' 20' 40'
0" 1/2" 1" 2"

LAYOUT PLAN

L1.1

MATCHLINE – SEE SHEET L1.1




MATCHLINE – SEE SHEET L1.3

## LAYOUT LEGEND

AC PAVING
S.C.D.

PEDESTRIAN CONCRETE PAVING — 1 L4.2
FINISH: BROOM
COLOR: STANDARD GREY

PEDESTRIAN CONCRETE PAVING 'A' — 1 L4.2
FINISH: MEDIUM SANDBLAST
COLOR: TBD

VEHICULAR STAMPED PAVING
FINISH: TBD
COLOR: TBD
S.C.D.

FIBAR — 2 L4.2

6' CHAINLINK FENCE AND GATE — 6–7 L4.2

GOOD NEIGHBOR FENCE AND GATE — 4–5 L4.2

BOULDERS — 5 L4.1
SIZE
A: ±ø2'–6", H ±2'–4"
B: ±2'–4"x1'–4", H ±2'–4"
C: ±ø2'–6", H ±3'

SEAT WALL — 3 L4.2

PRECAST CONCRETE SEAT WALL — 8 L4.2
MFR: QCP OR SIMILAR
FINISH: TBD
COLOR: TBD
INSTALL PER MFR SPECS

PRECAST CONCRETE SEAT WALL
MFR: WAUSA TILE OR SIMILAR
MODEL: TF5113 CONCRETE BENCH
FINISH: WEATHERSTONE
COLOR: W20 WHITE
INSTALL PER MFR SPECS

PICNIC TABLE
TYPE A – TF3195
TYPE B – TF3200
MFR: WAUSAU OR SIMILAR
COLOR: A22 SAND
FINISH: STANDARD WEATHERSTONE
INSTALL PER MFR SPECS

BENCH
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: AU452–05
MATERIAL: IPE
FINISH: POWDERCOAT METAL BRONZE
INSTALL PER MFR SPECS

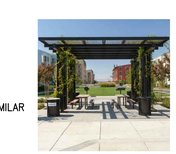
BBQ
MFR: THE PARK AND FACILITIES OR SIMILAR
MODEL: 136–1022 IN GROUND MOUNT BASE, 7X20 SHELF
COLOR: BLACK
INSTALL PER MFR SPECS

TRASH RECEPTACLE:
MFR: DUMOR OR SIMILAR
WOOD: IPE
MODEL A: 187–32–PL–FTO–BT
COLOR A: TEXTURED RUST
MODEL B: 187–32–PL–FTO–RC
COLOR B: RECYCLE BLUE
INSTALL PER MFR SPECS

HOT ASH RECEPTACLE
MFR: PREMIUM PARK PRODUCTS OR SIMILAR
COLOR: SAND TAN
FINISH: LIGHT SAND BLAST
INSTALL PER MFR SPECS

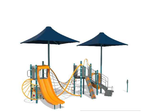
CLUSTERED MAILBOX UNITS — 2 L4.4
MFR: SALSBURY INDUSTRIES OR SIMILAR
MODEL: 3316SAN–U
COLOR: SANDSTONE
DOORS: 16 A SIZE
LICENSE#: ICDSEQ–08–B–0026
INSTALL PER MFR SPECS

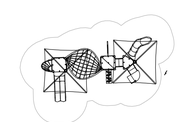
BIKE RACK
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: EMERSON BIKE RACK
COLOR: STEEL
FINISH: POWDER COATED METAL (METALLIC)
INSTALL PER MFR SPECS



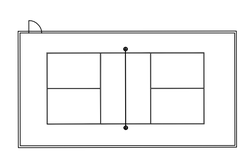
SHADE STRUCTURE A
MFR: POLIGON OR SIMILAR
SIZE: 35' X 40'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER

SHADE STRUCTURE B
MFR: POLIGON OR SIMILAR
SIZE: 30' X 25'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER





PLAY STRUCTURE (AGES 5–12) — 1 L4.4
MFR: LANDSCAPE STRUCTURES OR SIMILAR
REP: ROSS RECREATION
CONTACT: ALEX HAILEY



PICKLEBALL COURT — 1–8 L4.3

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-L-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:35 AM

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS CASE No. 5047
6/30/2020
Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

0 10' 20' 40'
0" 10" 1' 2'

LAYOUT PLAN

L1.2

MATCHLINE – SEE SHEET L1.2

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-L-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:59 AM

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
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| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

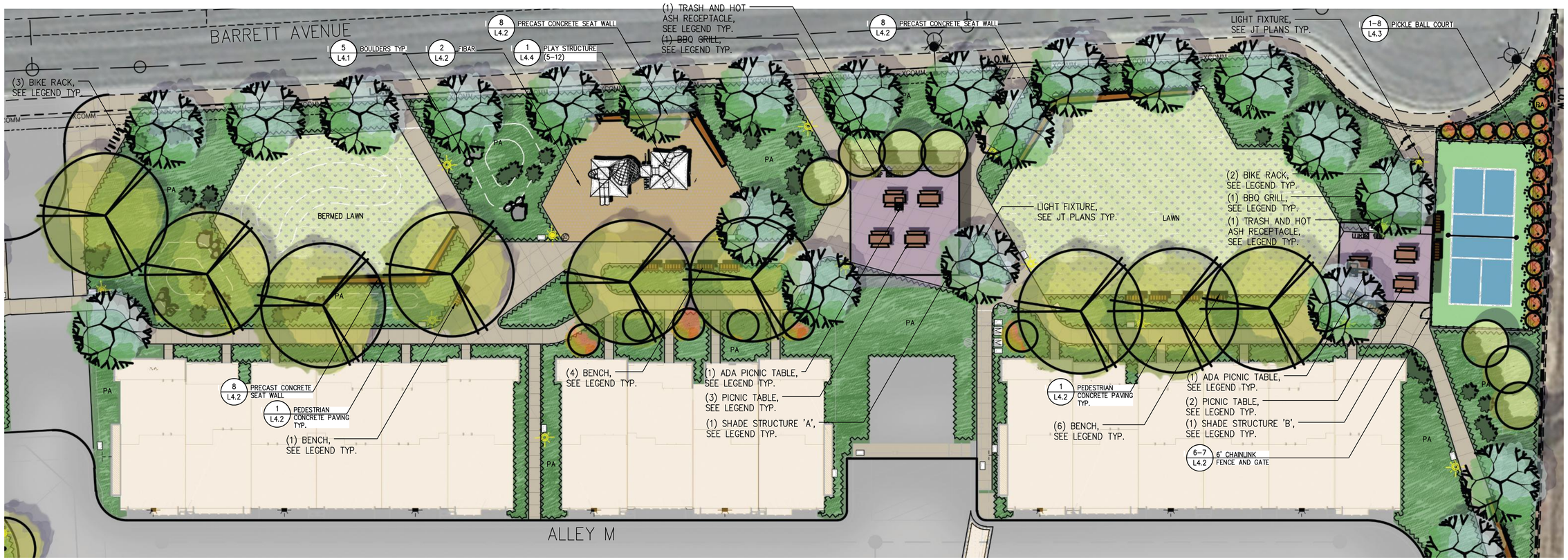
REGISTERED LANDSCAPE ARCHITECT
LEONARD CASE · No. 5011
6/30/2020
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

0 10' 20' 40'

LAYOUT PLAN

L1.3




## LAYOUT LEGEND

AC PAVING
S.C.D.

PEDESTRIAN CONCRETE PAVING (1 / L4.2)
FINISH: BROOM
COLOR: STANDARD GREY

PEDESTRIAN CONCRETE PAVING 'A' (1 / L4.2)
FINISH: MEDIUM SANDBLAST
COLOR: TBD

VEHICULAR STAMPED PAVING
FINISH: TBD
COLOR: TBD
S.C.D.

FIBAR (2 / L4.2)

6' CHAINLINK FENCE AND GATE (6-7 / L4.2)

GOOD NEIGHBOR FENCE AND GATE (4-5 / L4.2)

BOULDERS (5 / L4.1)
SIZE
A: ±ø2'-6", H ±2'-4"
B: ±2'-4"x1'-4", H ±2'-4"
C: ±ø2'-6", H ±3'

SEAT WALL (3 / L4.2)

PRECAST CONCRETE SEAT WALL (8 / L4.2)
MFR: OCP OR SIMILAR
FINISH: TBD
COLOR: TBD
INSTALL PER MFR SPECS

PRECAST CONCRETE SEAT WALL
MFR: WAUSA TILE OR SIMILAR
MODEL: TF5113 CONCRETE BENCH
FINISH: WEATHERSTONE
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PICNIC TABLE
TYPE A - TF3195
TYPE B - TF3200
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FINISH: STANDARD WEATHERSTONE
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BENCH
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: AU452-05
MATERIAL: IPE
FINISH: POWDERCOAT METAL BRONZE
INSTALL PER MFR SPECS

BBQ
MFR: THE PARK AND FACILITIES OR SIMILAR
MODEL: 136-1022 IN GROUND MOUNT BASE, 7X20 SHELF
COLOR: BLACK
INSTALL PER MFR SPECS

TRASH RECEPTACLE:
MFR: DUMOR OR SIMILAR
WOOD: IPE
MODEL A: 187-32-PL-FTO-BT
COLOR A: TEXTURED RUST
MODEL B: 187-32-PL-FTO-RC
COLOR B: RECYCLE BLUE
INSTALL PER MFR SPECS

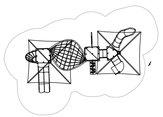
HOT ASH RECEPTACLE
MFR: PREMIUM PARK PRODUCTS OR SIMILAR
COLOR: SAND TAN
FINISH: LIGHT SAND BLAST
INSTALL PER MFR SPECS

CLUSTERED MAILBOX UNITS (2 / L4.4)
MFR: SALSBURY INDUSTRIES OR SIMILAR
MODEL: 3316SAN-U
COLOR: SANDSTONE
DOORS: 16 A SIZE
LICENSE#: ICDSEQ-08-B-0026
INSTALL PER MFR SPECS

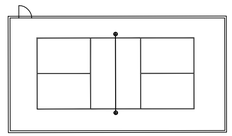
BIKE RACK
MFR: LANDSCAPE FORMS OR SIMILAR
MODEL: EMERSON BIKE RACK
COLOR: STEEL
FINISH: POWDER COATED METAL (METALLIC)
INSTALL PER MFR SPECS

SHADE STRUCTURE A
MFR: POLIGON OR SIMILAR
SIZE: 35' X 40'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER

SHADE STRUCTURE B
MFR: POLIGON OR SIMILAR
SIZE: 30' X 25'
REP: ALL ABOUT PLAY INC.
CONTACT: GLEN WURSTER



PLAY STRUCTURE (AGES 5-12) (1 / L4.4)
MFR: LANDSCAPE STRUCTURES OR SIMILAR
REP: ROSS RECREATION
CONTACT: ALEX HAILEY



PICKLEBALL COURT (1-8 / L4.3)

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\CAD\SHEETS_DG-L-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:35 AM

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS OSE No. 6000
6/30/2020 Renewal Date
04/18/2022 Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1/16" = 1'-0" |

0 8' 16' 32'
0" 1/2" 1" 2"

PARK ENLARGEMENT

L1.4

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
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| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
MARK RUSSELL CASE · No. 5052
6/30/2020 Renewal Date
04/18/2022 Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1/16" = 1'-0" |

0 8' 16' 32'
0" 1/2" 1" 2"

RESIDENTIAL ENLARGEMENT

L1.5

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\CAD\SHEETS_DG-L-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:55 AM

2" POTABLE WATER METER FOR IRRIGATION. REFER TO CIVIL PLANS FOR METER AND SERVICE LINE.

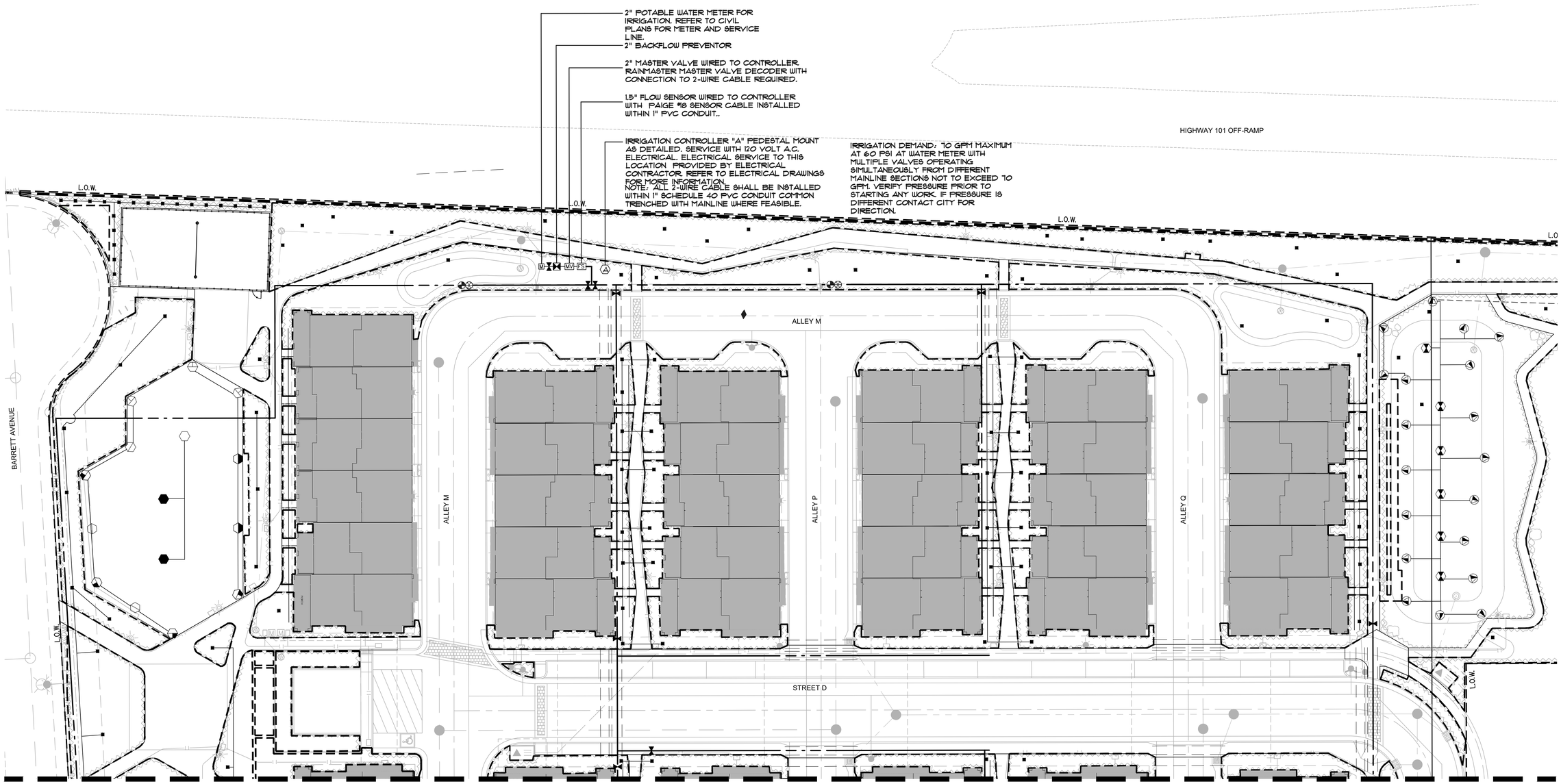
2" BACKFLOW PREVENTOR

2" MASTER VALVE WIRED TO CONTROLLER. RAINMASTER MASTER VALVE DECODER WITH CONNECTION TO 2-WIRE CABLE REQUIRED.

1.5" FLOW SENSOR WIRED TO CONTROLLER WITH PAIGE #8 SENSOR CABLE INSTALLED WITHIN 1" PVC CONDUIT..

IRRIGATION CONTROLLER "A" PEDESTAL MOUNT AS DETAILED. SERVICE WITH 120 VOLT A.C. ELECTRICAL. ELECTRICAL SERVICE TO THIS LOCATION PROVIDED BY ELECTRICAL CONTRACTOR. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
NOTE: ALL 2-WIRE CABLE SHALL BE INSTALLED WITHIN 1" SCHEDULE 40 PVC CONDUIT COMMON TRENCHED WITH MAINLINE WHERE FEASIBLE.

IRRIGATION DEMAND: 70 GPM MAXIMUM AT 60 PSI AT WATER METER WITH MULTIPLE VALVES OPERATING SIMULTANEOUSLY FROM DIFFERENT MAINLINE SECTIONS NOT TO EXCEED 70 GPM. VERIFY PRESSURE PRIOR TO STARTING ANY WORK. IF PRESSURE IS DIFFERENT CONTACT CITY FOR DIRECTION.




GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

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| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS CASE · No. 5011
6/30/2020
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

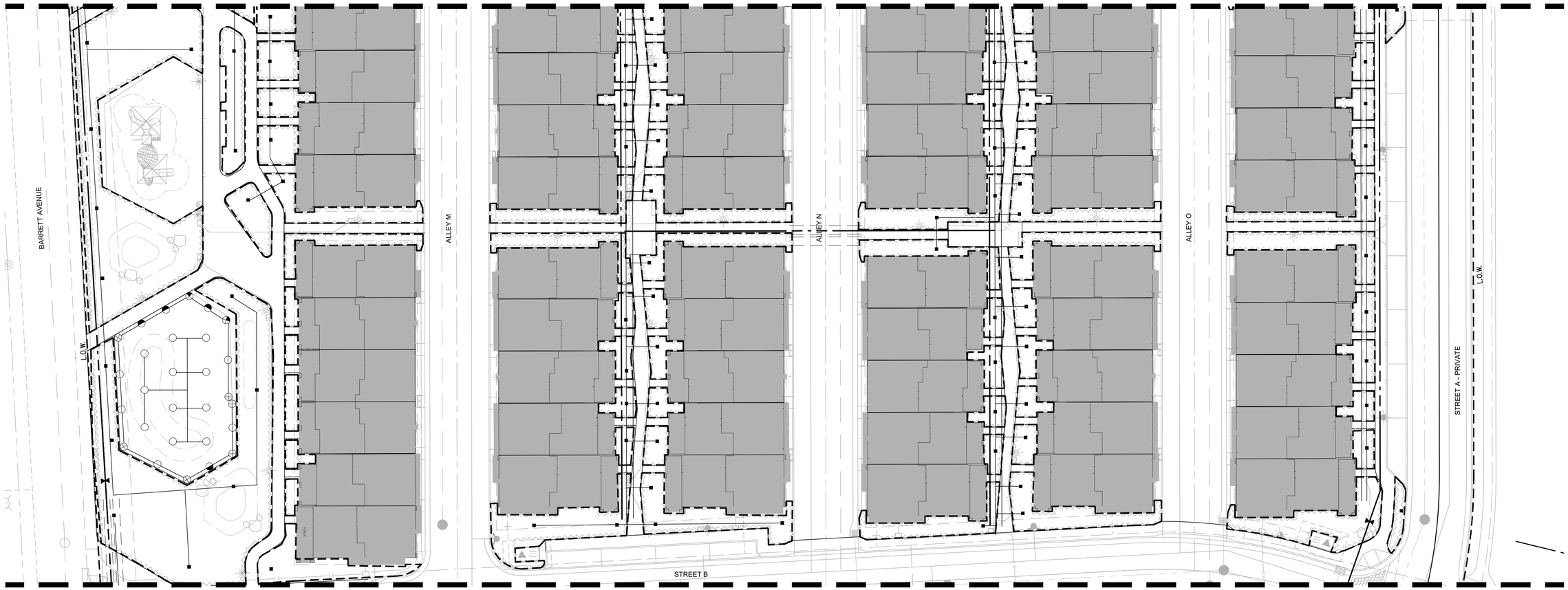
0 10' 20' 40'

IRRIGATION PLAN

L2.1

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM

MATCHLINE – SEE SHEET L1.1




MATCHLINE – SEE SHEET L2.3

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www.dgates.com

ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
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| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
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| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CAREY CASE · No. 6063
6/30/2020
Renewal Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

0 10' 20' 40'
0" ½" 1" 2"

IRRIGATION PLAN

L2.2

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DC-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM

MATCHLINE – SEE SHEET L2.2

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
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# ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
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| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS CASE · No. 6052
6/30/2020
Renewal Date
04/18/2022
Date
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

0 10' 20' 40'

IRRIGATION PLAN

L2.3

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM

## SUPPLEMENTAL IRRIGATION NOTES

1. THESE IRRIGATION DRAWINGS ARE DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. ALL PIPING, VALVES, AND OTHER IRRIGATION COMPONENTS MAY BE SHOWN WITHIN PAVED AREAS FOR GRAPHIC CLARITY ONLY AND ARE TO BE INSTALLED WITHIN PLANTING AREAS WHERE FEASIBLE. WHEN INSTALLED WITHIN PAVING AREAS ALL VALVES, SPLICE BOXES, ETC SHALL BE INSTALLED WITHIN A PRECAST CONCRETE BOX. DUE TO THE SCALE OF THE DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, CONDUIT, AND OTHER ITEMS WHICH MAY BE REQUIRED. INVESTIGATE THE STRUCTURAL AND FINISHED CONDITION AFFECTING THE CONTRACT WORK INCLUDING OBSTRUCTIONS, GRADE DIFFERENCES OR AREA DIMENSIONAL DIFFERENCES. IN THE EVENT OF FIELD DISCREPANCY WITH CONTRACT DOCUMENTS, PLAN THE INSTALLATION WORK ACCORDINGLY BY NOTIFICATION AND APPROVAL OF THE OWNER'S AUTHORIZED REPRESENTATIVE AND ACCORDING TO THE CONTRACT SPECIFICATIONS. NOTIFY AND COORDINATE IRRIGATION CONTRACT WORK WITH APPLICABLE CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE, CONDUIT OR SLEEVES THROUGH OR UNDER WALLS, ROADWAYS, PAVING AND STRUCTURES BEFORE CONSTRUCTION. IN THE EVENT THESE NOTIFICATIONS ARE NOT PERFORMED, THE CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR REQUIRED REVISIONS.
2. THE CONTRACTOR SHALL REVIEW RELATED DRAWINGS AND SHALL ENSURE COORDINATION WITH ALL APPLICABLE TRADES PRIOR TO SUBMITTING BID.
3. THE IRRIGATION SYSTEM SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES BY LICENSED CONTRACTORS AND EXPERIENCED WORKMEN. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND FEES RELATING TO HIS WORK.
4. UNDERGROUND SERVICE ALERT (USA): FOR EXISTING UTILITY LOCATIONS, CONTRACTOR SHALL NOTIFY USA, 811 OR 800.227.2600 AT LEAST TWO (2) FULL WORKING DAYS PRIOR TO ALL PLANNED WORK OPERATIONS. THE U.S.A. AUTHORIZATION NUMBER SHALL BE KEPT AT THE SITE.
5. EXISTING UTILITIES, UNDERGROUND FACILITIES & SITE IMPROVEMENTS: LOCATIONS & ELEVATIONS OF ALL EXISTING UTILITIES (UNDERGROUND & OVERHEAD) & SITE IMPROVEMENTS, IF SHOWN ON THE PLANS, ARE APPROXIMATE ONLY. FIELD VERIFY LOCATION. PROTECT EXISTING UTILITIES & SITE IMPROVEMENTS FROM DAMAGE. CONTRACTOR TO TAKE SPECIAL PRECAUTIONS WHEN WORKING NEAR HIGH RISK UTILITIES.
6. CONTRACTOR SHALL CONTACT THE RESPECTIVE UTILITY COMPANY TO OBTAIN INFORMATION REGARDING THE EXACT DEPTH OF BURIAL & HORIZONTAL LOCATION OF UTILITY LINES AS NECESSARY, CONTRACTOR SHALL COORDINATE ALL NECESSARY UTILITY RELOCATIONS & ADJUSTMENTS WITH THE APPROPRIATE UTILITY COMPANIES.
7. PRIOR TO PERFORMING UNDERGROUND CONSTRUCTION, THE CONTRACTOR SHALL MAKE THE NECESSARY PROBES TO IDENTIFY AREAS OF POSSIBLE CONFLICT WITH PROPOSED CONSTRUCTION AS CONTRACTOR SHALL EXCAVATE TO DETERMINE TYPES, EXTENT, SIZE, AND DEPTHS OF UNDERGROUND UTILITIES. COORDINATE WORK TO AVOID CONFLICTS BETWEEN PROPOSED IMPROVEMENTS & EXISTING UNDERGROUND FACILITIES, SEWER LATERALS, STORM DRAINS & WATER
8. FIELD CHANGES: CONTRACTOR SHALL NOTIFY CITY'S REPRESENTATIVE IMMEDIATELY UPON DISCOVERY OF ANY POTENTIAL FIELD CHANGES. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE CITY.
9. SITE RESTORATION: CONTRACTOR SHALL REPLACE OR RESTORE TO PRECONSTRUCTION CONDITION ALL PAVING, UTILITIES, SERVICES, IRRIGATION, LANDSCAPE MATERIALS, PAVEMENT DELINEATION & OTHER IMPROVEMENTS, THAT ARE NOT TO BE REMOVED BUT ARE DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL EXPENSE TO THE OWNER.
10. CONTRACTOR SHALL NOTE AND INSTALL SLEEVE LOCATIONS AS SHOWN ON IRRIGATION PLANS. IN ADDITION TO THE SLEEVES AND CONDUITS SHOWN ON THE DRAWINGS, THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF SLEEVES AND CONDUITS OF SUFFICIENT SIZE UNDER ALL PAVED AREAS.
11. THE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED CONTRACTOR IN CONFORMANCE WITH ALL APPLICABLE STATE AND LOCAL CODES/ORDINANCES. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND FEES RELATED TO HIS WORK ON THE PROJECT.
12. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH GRADE DIFFERENCES AND WITH ALL LOCATIONS OF STRUCTURES, UTILITIES, AND FENCES. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHERS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND
13. IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
14. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN ACCURATE AS-BUILT SET OF IRRIGATION DRAWINGS PRIOR TO FINAL ACCEPTANCE OF THE WORK. THE AS-BUILT DRAWINGS SHALL BE DELINEATED ON REPRODUCIBLE MATERIALS TO BE SUPPLIED BY THE LANDSCAPE ARCHITECT.
15. INSTALL REMOTE CONTROL VALVE BOXES 12" FROM WALK, CURB, HEADER BOARD, BUILDING, OR LANDSCAPE FEATURE. AT MULTIPLE VALVE BOX GROUPS EACH BOX SHALL BE AN EQUAL DISTANCE FROM THE WALK, CURB, LAWN, ETC. AND EACH BOX SHALL BE 12" APART. SHORT SIDE OF RECTANGULAR BOX SHALL BE PARALLEL TO WALK, CURB, ETC. DO NOT LOCATE BOXES WITHIN BIORETENTION AREAS.
16. FOR PLANTS ON A SLOPE, LOCATE SHRUB BUBBLER ON UP-SLOPE OF PLANT.
17. INSTALL A VALCON 5000 SERIES SPRING-LOADED CHECK VALVE BELOW THOSE SHRUB BUBBLERS WHERE LOW HEAD DRAINAGE WILL CAUSE EROSION AND/OR EXCESS WATER. USE RWS-M-B-C FOR TREE BUBBLERS WHERE LOW HEAD DRAINAGE WILL CAUSE EROSION AND/OR EXCESS WATER.
18. THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL BUBBLER HEADS FOR OPTIMUM PERFORMANCE AND TO PREVENT RUNOFF ONTO WALKS OR ROADWAYS AS MUCH AS POSSIBLE. THROTTLE THE FLOW CONTROL OR ADJUST THE PRESURE REGULATION MODULE AT EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH SYSTEM. ALL MAIN LINES SHALL BE FLUSHED PRIOR TO THE INSTALLATION OF BUBBLERS. AT 30 DAYS AFTER INSTALLATION EACH SYSTEM SHALL BE FLUSHED TO ELIMINATE GLUE AND DIRT PARTICLES FROM THE LINES
19. PLASTIC VALVE BOXES ARE TO BE GREEN IN COLOR WITH BOLT DOWN, NON-HINGED COVER MARKED "IRRIGATION". BOX SHALL HAVE KNOCK OUTS. MANUFACTURER SHALL BE CARSON INDUSTRIES. VALVE BOX LIDS SHALL BE HEAT STAMPED OR ENGRAVED IN 1-1/2" LETTERS THE CONTENTS OF THE BOX. (REMOTE CONTROL VALVE NUMBERS (C-5), QUICK COUPLING VALVE (QC), GATE VALVE (GV), MASTER VALVE (MV), FLOW SENSOR (FS), WIRE SPLICE (WS), ETC.)
20. THE CONTRACTOR SHALL FLUSH, AND ADJUST ALL HEADS AND VALVES FOR OPTIMUM COVERAGE WHERE APPLICABLE.
21. DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.
22. DUE TO THE SCALE OF THE DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, ETC., WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF HIS WORK AND PLAN HIS WORK ACCORDINGLY, FURNISHING SUCH FITTINGS, ETC., AS MAY BE REQUIRED TO MEET SUCH CONDITIONS. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THEN WORK SHALL BE INSTALLED IN SUCH A MANNER AS TO AVOID CONFLICTS BETWEEN IRRIGATION SYSTEMS, PLANTING, AND ARCHITECTURAL FEATURES.
23. ELECTRICAL CONTRACTOR TO SUPPLY 120 VOLT A.C. (2.5 AMP) SERVICE TO CONTROLLER LOCATION. IRRIGATION CONTRACTOR TO MAKE FINAL CONNECTION FROM ELECTRICAL STUB-OUT TO CONTROLLER.
24. OPERATE IRRIGATION CONTROLLER(S) BETWEEN THE HOURS OF 9:00 PM AND 7:00 AM.
25. INSTALL RAINMASTER TWCAB14 OR APPROVED EQUAL TWO-WIRE CABLE FOR IRRIGATION BETWEEN CONTROLLER AND CONTROL VALVES. LOOP 36" EXCESS WIRE INTO EACH SINGLE VALVE BOX AND INTO ONE VALVE BOX IN EACH GROUP OF VALVES. WIRE SPLICES SHALL BE MADE WITH RAINMASTER TW-SPLICE-14. ALL TWO-WIRE CABLE SHALL BE INSTALLED WITHIN 1.25" PVC CONDUIT. INSTALL SPLICE BOXES AT ALL CHANGES IN DIRECTION AND EVERY 500'.
26. USE KING INNOVATIONS GORILLA UF CABLE STRIPPER MODEL#46200 FOR ALL 2-WIRE CABLE CONNECTIONS.
27. INSTALL KBI BPC SERIES (OR EQUAL) IN-LINE 5# SPRING CHECK VALVES FOR DRIP BUBBLER AND TREE BUBBLER LATERAL LINES AT EVERY 10' ELEVATION CHANGE OR AS NEEDED TO PREVENT LOW HEAD DRAINAGE. KBI KSC SERIES (OR EQUAL) SOLVENT WELD SWING CHECK VALVES CAN BE USED IN LATERAL LINES TO ISOLATE WATER FROM REVERSE FLOW WHERE NEEDED AT SLOPES TO PREVENT LOW HEAD DRAINAGE.
28. MAINTAIN 6" MINIMUM CLEARANCE BETWEEN SOLVENT WELD FITTINGS ON IRRIGATION MAINLINE AND LATERAL LINE PIPES. MAINTAIN MINIMUM 10' CLEARANCE BETWEEN POTABLE AND CONSTANT PRESSURE RECYCLED WATER MAINLINES LINES WHERE APPLICABLE. MAINTAIN MINIMUM 3' CLEARANCE BETWEEN CONSTANT PRESSURE WATER MAINLINE AND PG&E FACILITIES PER PG&E UO STANDARD S5453.
29. WHERE IT IS NECESSARY TO EXCAVATE ADJACENT TO EXISTING TREES, THE CONTRACTOR SHALL USE ALL POSSIBLE CARE TO AVOID INJURY TO TREES, AND TREE ROOTS. EXCAVATION IN AREAS WHERE TWO (2) INCH AND LARGER ROOTS OCCUR SHALL BE DONE BY HAND. ROOTS TWO (2) INCHES AND LARGER IN DIAMETER SHALL BE WRAPPED IN BURLAP UNTIL BACKFILLED. TRENCHES ADJACENT TO TREE SHOULD BE CLOSED WITHIN TWENTY-FOUR (24) HOURS; WHERE THIS IS NOT POSSIBLE, THE SIDE OF THE TRENCH ADJACENT TO THE TREE SHALL BE KEPT SHADED WITH BURLAP OR CANVAS.
30. INSTALL VALVE BOXES 12" FROM AND PERPENDICULAR TO WALK, CURB, BUILDING OR LANDSCAPE FEATURE. AT MULTIPLE VALVE BOX GROUPS, EACH BOX SHALL BE AN EQUAL DISTANCE FROM THE WALK, CURB, ETC. AND EACH BOX SHALL BE 12" APART. SHORT SIDE OF VALVE BOX SHALL BE PARALLEL TO WALK, CURB, LAWN, ETC.
31. THE IRRIGATION SYSTEM DESIGN IS BASED ON THE MINIMUM OPERATING PRESSURE SHOWN ON THE IRRIGATION DRAWINGS. THE IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE PRIOR TO CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE OWNER'S AUTHORIZED REPRESENTATIVE.
32. WHEN VERTICAL OBSTRUCTIONS (STREET LIGHTS, TREES, FIRE HYDRANTS, ETC.) INTERFERE WITH INSTALALTION OF THE BUBBLERS, THE IRRIGATION CONTRACTOR SHALL FIELD ADJUST THE SYSTEM BY ROUTING AROUND THE SIDES OF THE OBSTRUCTION SO AS TO PROVIDE PROPER COVERAGE. ALL ADJUSTMENTS SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.
33. THE DESIGN INTENT OF THE IRRIGATION SYSTEM IS TO PROVIDE COMPLETE COVERAGE WITH NO RUN-OFF ONTO WALKWAYS AND PAVEMENT. ADJUST IRRIGATION TO CONTAIN BUBBLERS WITHIN PLANTING AREAS AND PREVENT RUN OFF OUTSIDE OF LANDSCAPE AREAS.
34. CONTRACTOR SHALL PROVIDE MONTHLY SCHEDULE FOR ESTABLISHMENT PERIOD & FOLLOWING YEAR. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE, IRRIGATION AUDIT, IRRIGATION SURVEY, AND IRRIGATION WATER USE ANALYSIS SHALL BE SUBMITTED WITH THE CERTIFICATE OF COMPLETION IN COMPLIANCE WITH STATE OF CALIFORNIA MODEL WATER EFFICIENT. CONTRACTOR SHALL INPUT ALL REQUIRED DATA INTO CONTROLLERS TO ALLOW SELF SCHEDULING INCLUSIVE OF PLANT SPECIES, PLANT WATER REQUIREMENTS, EXPOSURE, SOIL TYPE, SLOPE, IRRIGATION TYPE AND IRRIGATION EFFICIENCY.
35. THE APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMING. IRRIGATION AUDIT SHALL BE CONDUCTED BY A THIRD PARTY IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE.
36. THE IRRIGATION CONTRACTOR SHALL SCHEDULE A PRE CONSTRUCTION MEETING WITH SITEONE GREEN TECH FOR PROPER INSTALLATION, PROGRAMMING AND OPERATION. CONTROLLER INSTALLATION, HYDROMETER, 2-WIRE CABLE AND ASSOCIATED EQUIPMENT AS NOTED ON PLANS SHALL BE INSPECTED AND CERTIFIED BY SITEONE GREEN TECH AS PART OF THIS CONTRACT. SITEONE GREEN TECH CERTIFICATION SHALL BE PROVIDED TO CITY AS PART OF TURN OVER ITEMS PRIOR TO ACCEPTANCE OF PROJECT AND START OF MAINTENANCE.

### LATERAL LINE SIZING CHART

| SPRINKLER TYPE | GPM | PIPE SIZE | NO. OF BUBBLERS* |
|---|---|---|---|
| SHRUB BUBBLERS<br>0.15 GPM | 1-5<br>5.25-10<br>10.25-20<br>20.1-25 | 3/4"<br>1"<br>1 1/4"<br>1 1/2" | 1-33<br>34-66<br>67-133<br>134-166 |
| TREE BUBBLERS<br>0.50 GPM | 1-5<br>5.25-10<br>10.25-20 | 3/4"<br>1"<br>1 1/4" | 1-10<br>11-20<br>21-40 |
| DRIPLINE<br>VARIES | 1-5<br>5.25-10 | 3/4"<br>1" | N/A |
| SPRAY HEADS | 1-8<br>9-15 | 3/4"<br>1" | |

* QUANTITY INDICATES NO. OF BUBBLERS, NOT NO. OF TREES. THERE ARE TWO BUBBLERS PER TREE AND ONE BUBBLER PER SHRUB.

## DRIPLINE INSTALLATION NOTES

1. PLANS ARE DIAGRAMMATIC. INSTALL DRIPLINE AND COMPONENTS PER MANUFACTURERS INSTRUCTIONS AND INSTALLATION DETAILS.
2. INSTALL DRIPLINE A MAXIMUM OF 18" APART WITH EMITTERS TRIANGULARLY SPACED. INSTALL 2" FROM PERIMETER OF PLANTED AREA. THERE SHOULD BE A MINIMUM OF TWO DRIPLINE LATERALS IN EACH PLANTED AREA. DRIPLINE SHALL BE INSTALLED AT A CONSISTENT DEPTH THROUGHOUT THE CIRCUIT.
3. PLACE AIR/VACUUM RELIEF VALVES AT THE HIGHEST POINTS OF EACH ZONE AND JUST BELOW CHECK VALVES ON SLOPES. INSTALL ONE AIR/VACUUM RELIEF VALVE FOR EVERY 390' OF TOTAL DRIPLINE PER ZONE.
4. PLACE FLUSH VALVES AT THE HYDRAULIC CENTER OF THE EXHAUST HEADER OR AT LOW POINT ON SLOPES. INSTALL MINIMUM OF ONE FOR EVERY 15 GPM.
5. PVC SUPPLY AND FLUSH LINE SIZING GUIDE (ALL SUPPLY AND FLUSH LINES SHALL BE THE SAME SIZE FOR THE ENTIRE ZONE):
   - 0-8 GPM - 3/4"
   - 8.1-15 GPM - 1"
   - 15.1-25 GPM - 1 1/4"
8. FITTINGS SHALL BE OF THE SAME MANUFACTURER AS DRIPLINE.
9. STAPLE DRIPLINE TO GROUND EVERY 3 FEET. USE ADDITIONAL STAPLES OVER EACH TEE, ELBOW OR CROSS. USE U-SHAPED STAPLES TO AVOID PINCHING THE DRIPLINE.
10. THOROUGHLY FLUSH EACH INSTALLATION SEGMENT TO ENSURE NO DEBRIS CONTAMINATION OCCURS.
11. RUN THE DRIPLINE SYSTEM EVERY DAY OR EVERY OTHER DAY TO ESTABLISH PLANT MATERIAL. MAINTAIN A CONSISTENT MOISTURE BALANCE IN THE SOIL. IT IS IMPORTANT TO KEEP THE SOIL MOIST WITHOUT SATURATION.
12. THE TOTAL LENGTH OF ALL INTERCONNECTED DRIP LINE OFF A SINGLE PVC SUPPLY LINE CONNECTION OR A SINGLE RUN OF DRIP LINE SHALL NOT EXCEED 300 FT.

## IRRIGATION LEGEND

| SYMBOL | MODEL NUMBER | DESCRIPTION | PSI | GPM | RADIUS |
|---|---|---|---|---|---|
| | T5P-RS-LN-1.5 (360°) | TORO T5 SERIES 5" POP-UP TURF ROTOR | 45 | 1.5 | 30'-35' |
| | T5P-RS-LN-1.5 (180°) | TORO T5 SERIES 5" POP-UP TURF ROTOR | 45 | 1.5 | 30'-35' |
| | T5P-RS-LN-1.5 (90°) | TORO T5 SERIES 5" POP-UP TURF ROTOR | 45 | 1.5 | 30'-35' |
| | T5P-RS-LN-3.0 (360°) | TORO T5 SERIES 5" POP-UP TURF ROTOR | 45 | 3.0 | 35'-40' |
| | T5P-RS-LN-3.0 (180°) | TORO T5 SERIES 5" POP-UP TURF ROTOR | 45 | 3.0 | 35'-40' |
| | T5P-RS-LN-3.0 (90°) | TORO T5 SERIES 5" POP-UP TURF ROTOR | 45 | 3.0 | 35'-40' |
| | 570Z-12P-COM-TF | TORO 12" POP-UP SPRAY HEAD WITH CHECK VALVE, AND PRECISION ROTATING SERIES NOZZLES | 40 | 2.56 | 18'-20' |
| | 570Z-12P-COM-TA | TORO 12" POP-UP SPRAY HEAD WITH CHECK VALVE, AND PRECISION ROTATING SERIES NOZZLES | 40 | 1.46 | 18'-20' |
| | 570Z-12P-PRX COM-OT-15 F,H,Q | TORO 12" POP-UP SPRAY HEAD WITH CHECK VALVE, PRESSURE REGULATING STEM AND PRECISION SERIES NOZZLES | 30 | 3.6,1.8,.90 | 15' |
| | 570Z-12P-PRX COM-OT-12 FH,Q | TORO 12" POP-UP SPRAY HEAD WITH CHECK VALVE, PRESSURE REGULATING STEM AND PRECISION SERIES NOZZLES | 30 | 2.6,1.3,.65 | 12' |
| | DB-09-PC | TORO LOW FLOW DRIP BUBBLER ON IPS FLEXIBLE PVC RISER FOR SHRUBS | 30 | 0.15 | 1.5" |
| | RWS-B-C-1402 | RAIN BIRD ROOT WATERING TUBE WITH BUBBLER FOR TREES - INSTALL 2 BUBBLERS PER TREE | 30 | .50/.50 | 3" |
| | P-220 / T-ALFS10150-S / T-PMR40 | TORO 1" P-220 VALVE, TORO 1" SMALL BODY SCREEN FILTER WITH 150 MESH SCREEN, TORO INLINE 40 PSI REGULATOR AND SCHEDULE 40 PVC BALL VALVE 1-25 GPM FLOW RANGE. INSTALL PER STANDARD CITY DETAIL 1.24 | | | |
| | P-220 SERIES | TORO REMOTE CONTROL VALVE | | | |
| | T-113-IRR | NIBCO GATE VALVE WITH CROSS HANDLE IN 10" ROUND BOLT DOWN BOX | | | |
| | 44LRC | RAINBIRD 1" QUICK COUPLING VALVE | | | |
| | LF825Y-BV-2" | FEBCO 2" LEAD FREE BACKFLOW PREVENTOR WITH GAURDSHACK HINGED BACKFLOW ENCLOSURE WITH FROSTGAURD PROTECTION COVER. | | | |
| FS MV | GTFSVC-150P | DATA INDUSTRIAL FLOW SENSOR AND SUPERIOR NORMALLY OPEN MASTER VALVE COMBINATION PROVIDED BY GREEN TECH SITE ONE FOR RAINMASTER EAGLE CONTROLLER C. INCLUDE TW-D-1 DECODER FOR MASTER VALVE | | | |
| A | SA6-RM2-TW/RM-ICSV-5Y/PMR-CAC/ GTFSVC-150P/FAN-16/TW-D-1(2&4)/ TW-LA-1/TW-CAB-14 | RAINMASTER EAGLE PLUS TWO-WIRE PEDESTAL MOUNT CONTROLLER ASSEMBLY PROVIDED BY SITE ONE GREEN TECH FOR HOAA MAINTAINED PARKWAY STRIP LANDSCAPE - INSTALL AS INDICATED ON PLANS. INCLUDE WIRED RAIN SWITCH WITH SS ENCLOSURE MOUNTED TO SIDE OF CONTROLLER PEDESTAL. REFER TO INSTALLATION DETAILS | | | |
| IN | 570-DRIP-IND | TORO POP UP DL2000 DRIP INDICATOR INSTALLED AT EACH CONTROL VALVE AND ENDS OF EACH PLANTER AS DETAILED | | | |
| A | YD-500-34 | TORO DL2000 AIR VACUUM RELIEF VALVE #YD-500-34 INSTALLED AT HIGH POINT AS DETAILED. (NOT SHOWN ON PLANS - REFER TO DETAILS FOR INSTALLATION.) | | | |
| F | FCH-H-FHT | TORO DL2000 FLUSH VALVE #FCH-H-FHT INSTALLED AT ENDS OF EACH DRIP SYSTEM AS DETAILED | | | |
| | | IRRIGATION INSIDE DASHED OUTLINE AREA: TORO DL2000 SERIES PC DRIP EMITTER TUBING PART NUMBER: RGP-218-05 0.50 GPH EMITTERS 18" ON CENTER DRIPLINE PIPE WITH TORO DL2000 TRI-LOC COMPRESSION FITTINGS (OR EQUAL) INSTALLED 4" COVER BELOW SOIL LEVEL. INSTALL DRIPLINE PER INSTALLATION DETAILS. APPLIATION RATE APPROXIMATELY 0.40 IN/HR. | | | |
| A-1 | | STATION NUMBER | | | |
| 10 | | GALLONS PER MINUTE | | | |
| 1.5" | | VALVE SIZE | | | |
| | | MAINLINE: SCHEDULE 40 PVC PLASTIC PIPE WITH SCHEDULE 40 PVC SOLVENT WELD FITTINGS AT CHANGES IN DIRECTION OR BRANCH MAINS. CONNECTIONS BETWEEN MAINLINE AND REMOTE CONTROL VALVES SHALL BE MADE WITH SCHEDULE 80 PVC FITTINGS. PROVIDE FOR A MINIMUM COVERAGE OF 18-INCHES. | | | |
| | | LATERAL LINE: 1120-SCHEDULE 40 PVC PLASTIC PIPE WITH SCHEDULE 40 PVC SOLVENT WELD FITTINGS. PROVIDE FOR A MINIMUM COVERAGE OF 12-INCHES. | | | |
| | | SLEEVE: 1120-SCHEDULE 40 PVC PLASTIC PIPE WITH SCHEDULE 40 PVC PLASTIC FITTINGS. PROVIDE FOR A MINIMUM COVERAGE OF 24-INCHES UNDER CONCRETE PEDESTRIAN PAVING. PROVIDE FOR A MINIMUM COVERAGE OF 36-INCHES FROM FINISHED GRADE OR 12-INCHES BELOW SUBGRADE, WHICHEVER IS DEEPER, OVER SLEEVING AND CONDUIT INSTALLED UNDER ASPHALT VEHICULAR PAVING. | | | |


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# ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | NTS |

0 0" ½" 1" 2"

IRRIGATION NOTES AND LEGEND

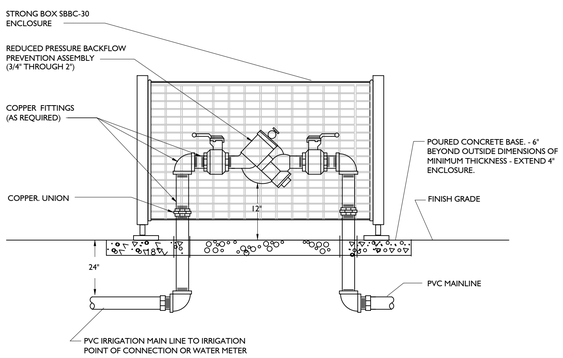
L2.4

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM

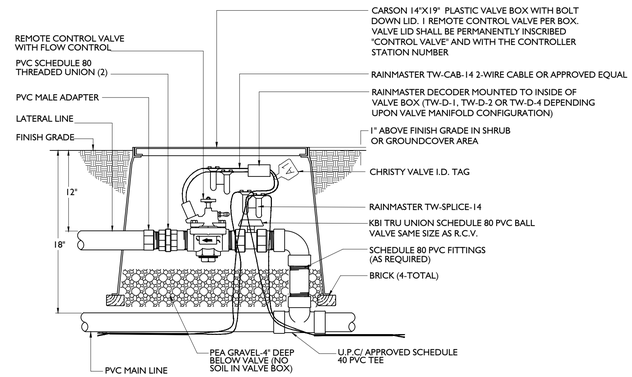
NOTES

1. LOCATE BACKFLOW PREVENTOR WITHIN 12" OF WATER METER PER DSRSD DETAIL W-21. CONTACT DSRSD FOR APPROVAL TO LOCATE BACKFLOW PREVENTION DEVICE OVER 12" FROM WATER METER.

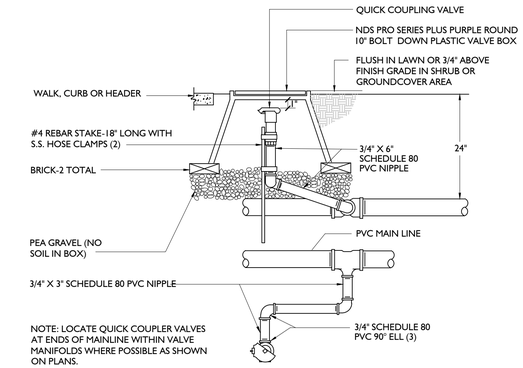
2. PROVIDE POLAR BLANKET



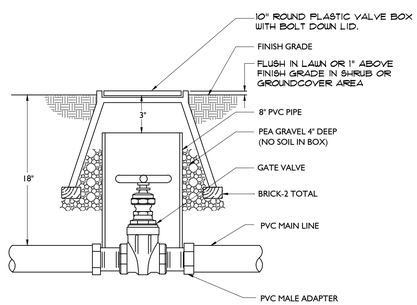

## 1 BACKFLOW ASSEMBLY
NTS



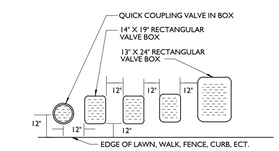

## 2 REMOTE CONTROL VALVE INSTALLATION
NTS




## 3 3/4" QUICK COUPLER IN BOX
NTS




## 4 GATE VALVE INSTALLATION
NTS




NOTES:

1. CENTER BOX OVER REMOTE CONTROL VALVE TO FACILITATE SERVICING VALVE.

2. SET BOXES 1" ABOVE FINISH GRADE IN GROUND COVER/SHRUB AREA AND FLUSH WITH FINISH GRADE IN TURF AREA.

3. SET RCV AND VALVE BOX ASSEMBLY IN GROUND COVER/SHRUB AREA WHERE POSSIBLE. INSTALL IN LAWN AREA ONLY IF GROUND COVER DOES NOT EXIST ADJACENT TO LAWN.

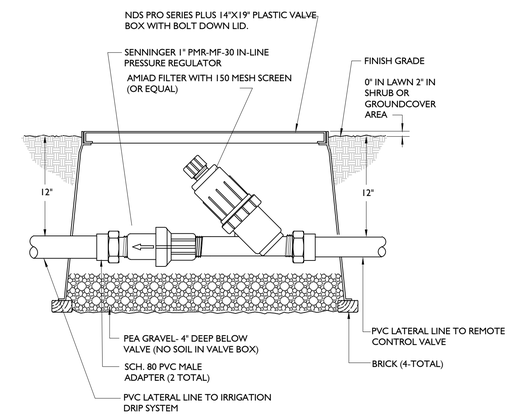
4. SET BOXES PARALLEL TO EACH OTHER AND PERPENDICULAR TO EDGE.

5. AVOID HEAVILY COMPACTING SOIL AROUND VALVE BOX EDGES TO PREVENT COLLAPSE AND DEFORMATION OF VALVE BOX SIDES.

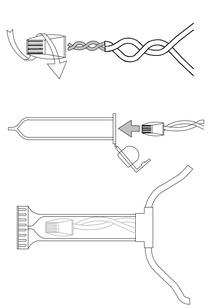
6. ALL VALVE BOXES SHALL HAVE BOLT DOWN LIDS.

7. VALVE LID SHALL BE PERMANENTLY INSCRIBED "CONTROL VALVE" AND WITH THE CONTROLLER STATION NUMBER.

## 5 VALVE BOX INSTALLATION
NTS




## 6 FILTER INSTALLATION DETAIL
NTS

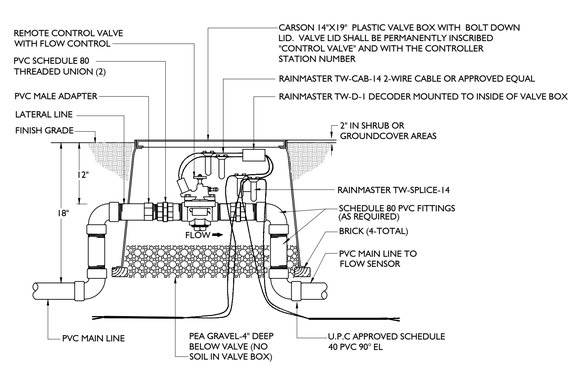


STRIP WIRES APPROXIMATELY 5/8" FROM END AND TWIST ON WIRE CONNECTOR

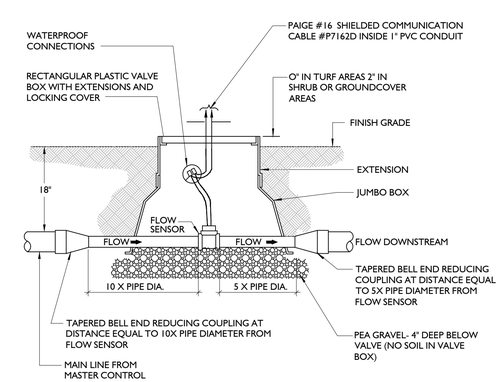
INSERT WIRES AND WIRE CONNECTOR INTO GEL FILLED BODY

CLOSE END OF BODY AND SNAP SHUT

## 7 RAINMASTER WIRE CONNECTION
NTS




## 8 MASTER CONTROL VALVE INSTALLATION
NTS




## 9 FLOW SENSOR INSTALLATION
NTS


GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHERI OSE No. 6020
6/30/2020 Renewal Date
04/18/2022 Date
L.A.
STATE OF CALIFORNIA

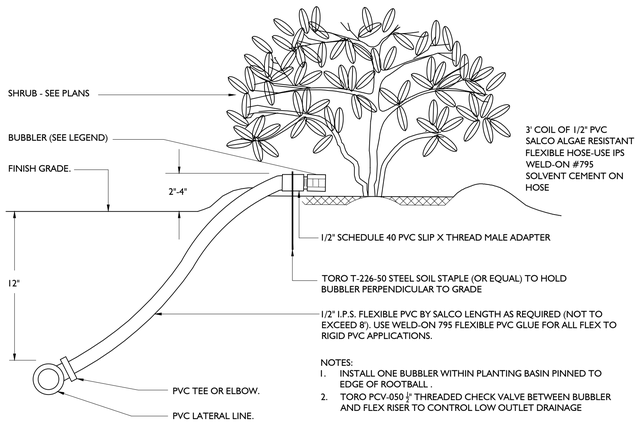
| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | NTS |

0 0" 1/2" 1" 2"

IRRIGATION DETAILS

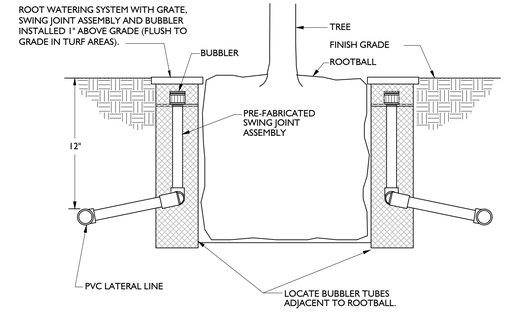
L2.5

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM




NOTES:
1. INSTALL ONE BUBBLER WITHIN PLANTING BASIN PINNED TO EDGE OF ROOTBALL .
2. TORO PCV-050 ¾" THREADED CHECK VALVE BETWEEN BUBBLER AND FLEX RISER TO CONTROL LOW OUTLET DRAINAGE

## 10 SHRUB BUBBLER INSTALLATION
NTS



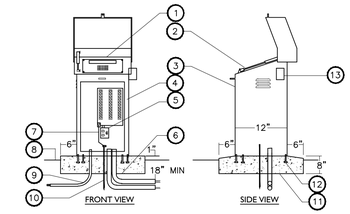

NOTES:

1. BUBBLER TREE TO BE PLACED UPHILL SIDE OF ROOTBALL. INSTALL TWO BUBBLERS PER EACH TREE.

2. EACH ROOT WATERING SYSTEM SHALL HAVE A FACTORY INSTALLED CHECK VALVE

3. BUBBLERS SHALL NOT EXCEED 2" ABOVE FINISH GRADE TO BE VERIFIED DURING INSPECTION. BUBBLERS IDENTIFIED TO BE INSTALLED TO HIGH ABOVE GRADE SHALL BE LOWERED AS DETAILED AT NO ADDITIONAL CHARGE.

## 11 TREE BUBBLER INSTALLATION
NTS




1. RAIN MASTER EAGLE SERIES CONTROLLER PANEL MOUNTED FLUSH ON FACE OF ENCLOSURE AT 25 DEGREE ANGLE FOR EASY ACCESS AND VIEWING.

2. PISTON CONNECTED TO FLIP TOP.

3. STRONG BOX STAINLESS STEEL CONTROLLER ENCLOSURE MODEL SB-16SS.

4. STRONG BOX CONTROLLER SUBASSEMBLY

5. GFI OUTLET AND SWITCH.

6. SCHEDULE 40 GREY PVC ELECTRICAL CONDUITS WITH SWEEP ELL FOR LOW VOLTAGE WIRE AND COMMUNICATION CABLE.

7. #8 AWG GROUNDING WIRE

8. FINISH GRADE

9. 120 VOLT ELECTRICAL SERVICE PER LOCAL CODES.

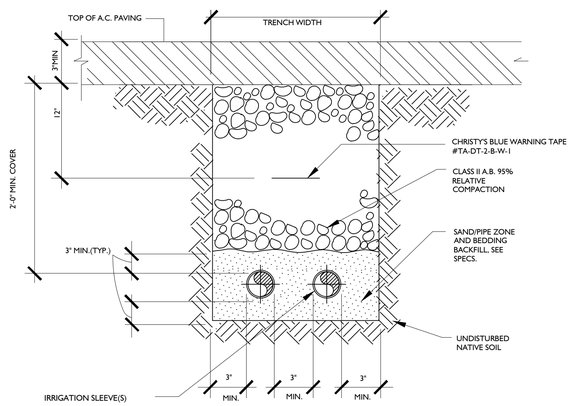
10. 5/8" X 8' LONG COPPER CLAD GROUNDING ROD (INSIDE ENCLOSURE)

11. 4" THICK CONCRETE SLAB OVER 4" COMPACTED AGGREGATE BASE. EXTEND 6" BEYOND ALL SIDES OF ENCLOSURE.

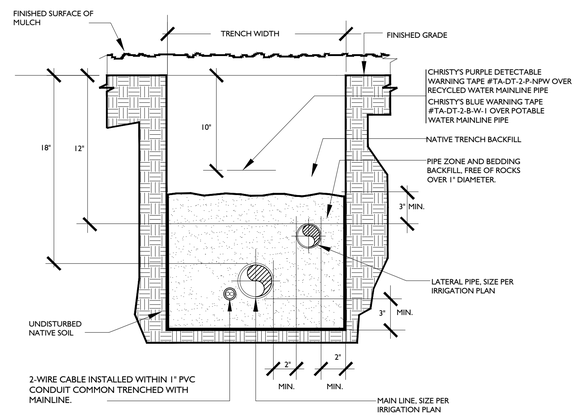
12. STEEL TEMPLATE WITH MOUNTING BOLTS ATTACHED (INCLUDED WITH WITH ENCLOSURE)

13. WIRED RAIN SENSOR LOCATED AT TOP EDGE OF CONTROLLER INSIDE VANDAL RESISTANT STRONG BOX RGVRSS STAINLESS STEEL RAIN SENSOR ENCLOSURE MOUNTED TO CONTROLLER PEDESTAL..

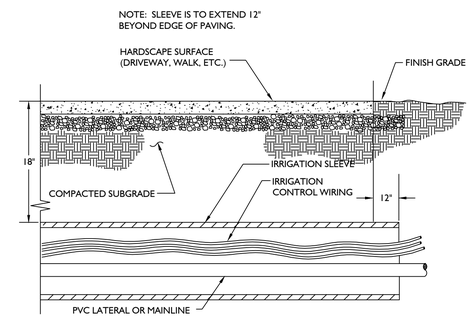
## 12 PEDESTAL MOUNT CONTROLLER
NTS



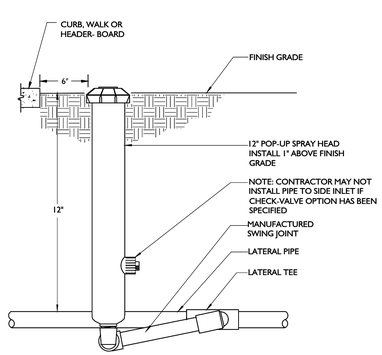

## 13 SLEEVE TRENCH UNDER VEHICULAR ROADWAY PAVING
NTS



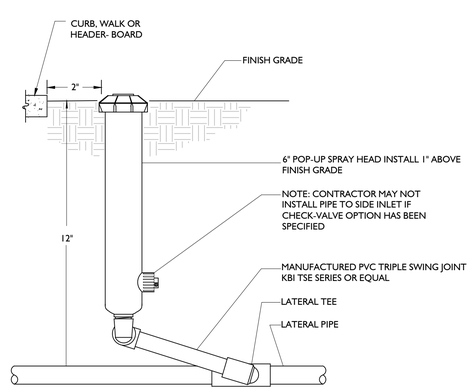

## 14 TYPICAL COMBINATION TRENCH WITHIN LANDSCAPE
NTS



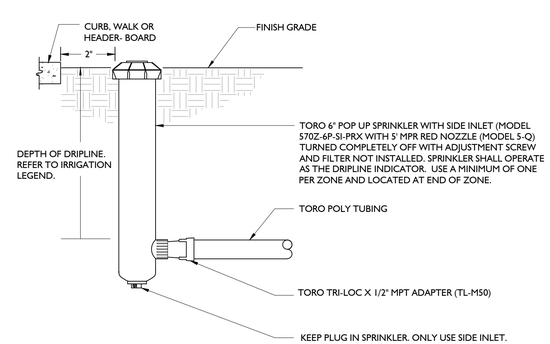

## 15 SLEEVE TRENCH UNDER CONCRETE PEDESTRIAN PAVING
NTS




## 16 POP-UP 12" SPRAY HEAD INSTALLATION
NTS




## 17 POP-UP 6" SPRAY HEAD INSTALLATION
NTS




## 18 DRIPLINE OPERATION INDICATOR INSTALLATION
NTS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# ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHERI GASE · NO. 6293
6/30/2020 Renewal Date
04/18/2022 Date
L.A.
STATE OF CALIFORNIA

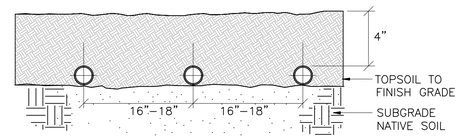
| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | NTS |

0 6" 12" 1' 2'

IRRIGATION DETAILS

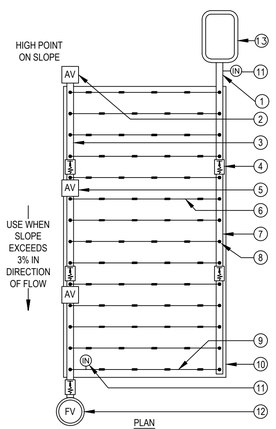
L2.6

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\CAD\SHEETS_DG-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM




SHRUB AND GROUNDCOVER PLANTING

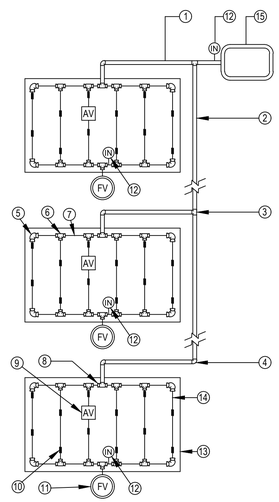
## 21 TYPICAL DRIPLINE SUBGRADE INSTALLATION
NTS




PLAN
NOT TO SCALE

1. PVC LATERAL LINE FROM DRIP ZONE KIT.
2. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD–500–34) PLUMBED TO PVC FLUSH MANIFOLD AT HIGH POINT.
3. PVC FLUSH MANIFOLD.
4. INLINE SPRING CHECK VALVE (JV0500–S2) TO HELP CONTROL LOW–HEAD DRAINAGE (TYP).
5. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD–500–34) PLUMBED TO PVC FLUSH MANIFOLD JUST BELOW EACH CHECK VALVE (TYP).
6. TORO DL2000 DRIPLINE LATERAL
7. PVC SUPPLY MANIFOLD.
8. TORO DL2000 MANIFOLD–TO–ELBOW CONNECTION (TYP).
9. PERIMETER LATERALS 2" TO 4" FROM EDGE.
10. AREA PERIMETER.
11. TORO T–DL–MP9 OPERATION INDICATOR CONNECTED TO LATERAL LINE INSTALLED AT THE EDGE OF THE LANDSCAPE NEAR THE CONTROL VALVE AND AT END OF DRIPLINE ZONE NEAR FLUSH VALVE
12. TORO DL2000 AUTOMATIC FLUSH VALVE PLUMBED TO FLUSH MANIFOLD AT LOW POINT.
13. REMOTE CONTROL VALVE

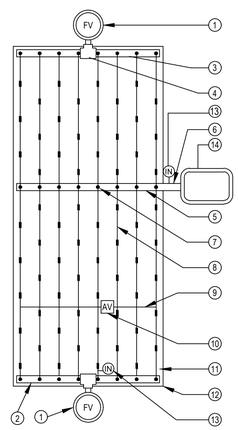
## 22 TYPICAL DRIP LAYOUT ON SLOPES
NTS




PLAN
NOT TO SCALE

1. PVC LATERAL LINE FROM CONTROL VALVE.
2. PVC SUPPLY MANIFOLD.
3. PVC TEE (SxSxS).
4. PVC ELL (SxS).
5. TORO TRI–LOC ELL (FEE16).
6. TORO TRI–LOC TEE (FTT16).
7. TORO BLUE STRIPE POLY TUBING AT SUPPLY AND FLUSH END OF EACH ISLAND.
8. TORO TRI–LOC TEE X 1/2" SLIP ADAPTER (FTV16).
9. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD–500–34) PLUMBED TO TUBING AT HIGH POINT.
10. TORO DL2000 DRIPLINE LATERAL
11. TORO DL2000 AUTOMATIC FLUSH VALVE PLUMBED TO FLUSH MANIFOLD AT LOW POINT.
12. TORO T–DL–MP9 OPERATION INDICATOR CONNECTED TO LATERAL LINE INSTALLED AT THE EDGE OF THE LANDSCAPE NEAR THE CONTROL VALVE AND AT END OF DRIPLINE ZONE NEAR FLUSH VALVE
13. ISLAND PERIMETER.
14. PERIMETER LATERALS 2" TO 4" FROM EDGE.
15. CONTROL VALVE.

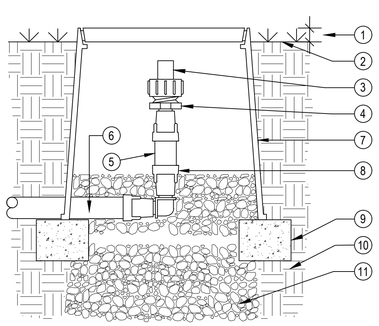
## 23 TYPICAL ISLAND MANIFOLD
NTS




PLAN
NOT TO SCALE

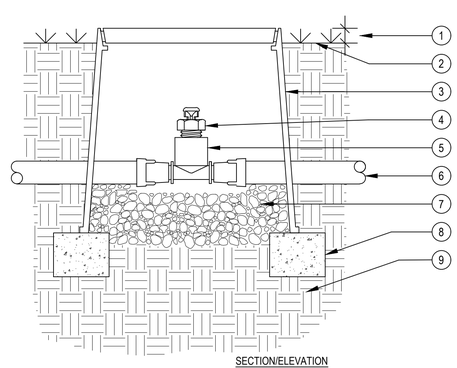
1. TORO DL2000 AUTOMATIC FLUSH VALVE PLUMBED TO FLUSH MANIFOLD AT LOW POINT.
2. MANIFOLD AT LOW POINT.
3. PVC FLUSH MANIFOLD.
4. TORO DL2000 MANIFOLD–TO–ELBOW CONNECTION (TYP).
5. PVC LATERAL LINE FROM DRIP ZONE KIT.
6. PVC SUPPLY MANIFOLD.
7. TORO DL2000 MANIFOLD–TO–TEE CONNECTION.
8. TORO DL2000 DRIPLINE LATERAL
9. AIR/VACUUM RELIEF LATERAL, TORO BLUE STRIPE POLY TUBING (T–EHP1645) CENTERED ON MOUND OR BERM.
10. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD–500–34) PLUMBED TO TORO BLUE STRIPE POLY TUBING AT EACH HIGH POINT.
11. PERIMETER LATERALS 2" TO 4" FROM EDGE.
12. AREA PERIMETER.
13. TORO T–DL–MP9 OPERATION INDICATOR CONNECTED TO LATERAL LINE INSTALLED AT THE EDGE OF THE LANDSCAPE NEAR THE CONTROL VALVE
14. REMOTE CONTROL VALVE

## 23 TYPICAL CENTER FEED DRIP SYSTEM LAYOUT
NTS



1. 1" ABOVE FINISH GRADE.
2. FINISH GRADE.
3. TORO DL2000 FLUSH VALVE(FCH–H–FHT).
4. TORO TRI–LOC X 3/4" MHT ADAPTER (FJA16).
5. TORO BLUE STRIPE POLY TUBING
6. PVC PIPING.
7. 8" GREEN LOCKING ROUND PLASTIC VALVE BOX. HEAT BRAND "FV" ON LID IN 1" HIGH CHARACTERS.
8. TORO TRI–LOC ELL (FEE16).
9. BRICK SUPPORTS (2 COMMON BRICKS REQUIRED).
10. NATIVE SOIL PER SPECIFICATIONS.
11. PEA GRAVEL SUMP (6" x 18").

## 25 FLUSH VALVE INSTALLATION
NTS



SECTION/ELEVATION
NOT TO SCALE

1. 1" ABOVE FINISH GRADE.
2. FINISH GRADE.
3. CARSON GREEN 10" LOCKING ROUND PLASTIC VALVE BOX. HEAT BRAND "AV" ON LID IN 1" HIGH CHARACTERS.
4. TORO DL2000 AIR/VACUUM RELIEF VALVE (YD–500–34).
5. TORO TRI–LOC X 1/2" FPT TEE (FTF16).
6. TORO BLUE STRIPE POLY TUBING
7. PEA GRAVEL SUMP (6" DEEP).
8. BRICK SUPPORTS (2 COMMON BRICKS REQUIRED).
9. NATIVE SOIL PER SPECIFICATIONS.

## 26 AIR/VACUUM RELIEF VALVE
NTS

1. ASSEMBLE AND INSTALL FILTER, REMOTES CONTROL VALVE AND PRESSURE REGULATING VALVE ASSEMBLIES ACCORDING TO DETAILS.
2. ASSEMBLE AND INSTALL SUPPLY HEADERS ACCORDING TO DETAIL. TAPE OR PLUG OPEN CONNECTIONS TO PREVENT DEBRIS CONTAMINATION.
3. ASSEMBLE AND INSTALL EXHAUST HEADERS IN ACCORDANCE WITH DETAILS. TAPE OR PLUG ALL OPEN CONNECTIONS TO PREVENT DEBRIS CONTAMINATION.
4. INSTALL DRIP LATERALS. TAPE OR PLUG OPEN ENDS WHILE INSTALLING TO PREVENT DEBRIS CONTAMINATION.
5. INSTALL AIR VACUUM RELIEF VALVES AT HIGHEST POINTS OF THE IRRIGATION ZONES IN ACCORDANCE WITH DETAILS.
6. THOROUGHLY FLUSH DRIPLINE LATERALS AND CONNECT TO EXHAUST HEADERS OR INTERCONNECTING LATERALS WHILE FLUSHING.
7. THOROUGHLY FLUSH EXHAUST HEADERS AND INSTALL LINE FLUSHING VALVES ACCORDING TO DETAILS.
8. THOROUGH FLUSHING OF EACH INSTALLATION SEGMENT IS NECESSARY TO ENSURE THAT NO DEBRIS CONTAMINATION OCCURS.
9. LOCATE AND INSTALL CHECK VALVE(S) AS NEEDED AND AS SHOWN IN INSTALLATION DETAILS.
10. SEE IRRIGATION NOTES, LEGEND/SPECIFICATIONS FOR ADDITIONAL INFORMATION.
11. ALL TREES TO BE PLANTED WITHIN CENTER OF DRIP LINE RUNS
12. BURY DRIPLINE 4" BELOW GRADE AND STAKE EACH 36" O.C. LOCATED AT EMITTER AND AS NECESSARY TO INSURE SECURITY.
13. ALL FITTINGS TO BE USED WILL BE PER MANUFACTURERS SPECIFICATION. COMPRESSION FITTINGS OR APPROVED EQUAL.
14. THE TOTAL LENGTH OF ALL INTERCONNECTED DRIP LINE SHALL NOT EXCEED THE MAXIMUM RUN LENGTH. SEE TORO SUBSURFACE IRRIGATION DESIGN GUIDE

## 27 SUBSURFACE DRIPLINE INSTALLATION NOTES
NTS


GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www.dgates.com


# ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS CASE · No. 5011
6/30/2020
Renewal Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

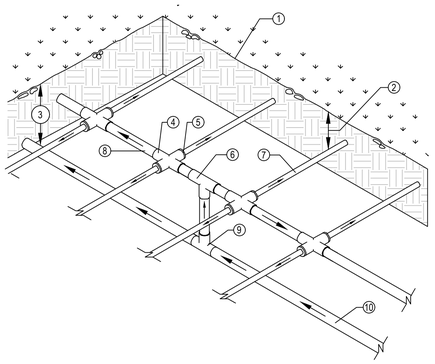
| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | NTS |

0 0" 1/2" 1" 2"

IRRIGATION DETAILS

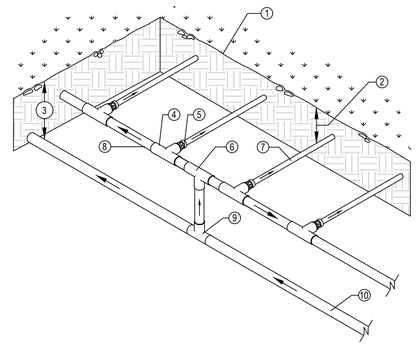
L2.7

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM



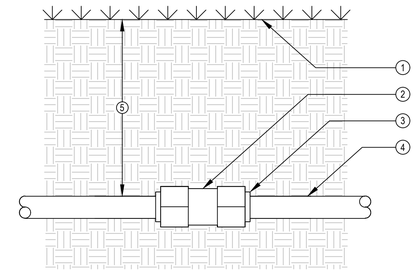
1. FINISH GRADE.
2. 4" DEPTH OF TUBING PER LEGEND
3. DEPTH OF PVC SUPPLY MANIFOLD PER SPECIFICATIONS.
4. PVC CROSS (SxSxSxS).
5. TORO DL2000 COMPRESSION ADAPTER (CA-710).
6. PVC TEE (SxSxS).
7. TORO DL2000 DRIPLINE LATERAL
8. PVC SUB-MANIFOLD.
9. PVC TEE (SxSxS).
10. PVC SUPPLY MANIFOLD FROM DRIP ZONE KIT.

## 28 DRIPLINE TO PVC INSTALLATION
NTS



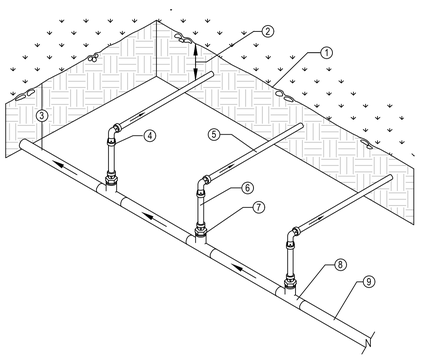
1. FINISH GRADE.
2. 4" DEPTH OF TUBING PER LEGEND
3. DEPTH OF PVC SUPPLY MANIFOLD PER SPECIFICATIONS.
4. PVC CROSS (SxSxT).
5. TORO TRI-LOC X 1/2" MPT ADAPTER (FAM16).
6. PVC TEE (SxSxS).
7. TORO DL2000 DRIPLINE LATERAL
8. PVC SUB-MANIFOLD.
9. PVC TEE (SxSxS).
10. PVC SUPPLY MANIFOLD FROM DRIP ZONE KIT.

## 29 DRIPLINE TO PVC INSTALLATION
NTS



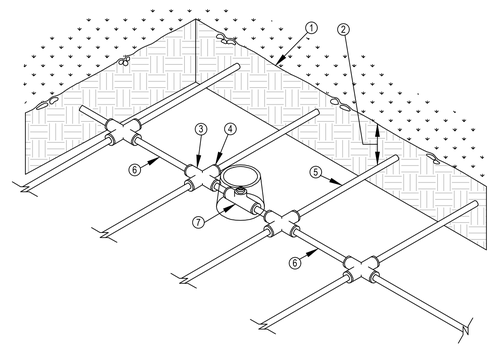
1. FINISH GRADE.
2. TORO DL2000 INLINE CHECK VALVE (JV0500-S2).
3. TORO DL2000 COMPRESSION ADAPTER (CA-710).
4. TORO DL2000 DRIPLINE
5. 4" DEPTH OF TUBING PER LEGEND

## 30 DRIPLINE TO INLINE CHECK VALVE DETAIL
NTS



1. FINISH GRADE.
2. 4" DEPTH OF TUBING PER LEGEND
3. DEPTH OF PVC SUPPLY MANIFOLD PER SPECIFICATIONS.
4. TORO TRI-LOC ELL (FEE 16)
5. TORO DL2000 DRIPLINE LATERAL
6. TORO BLUE STRIPE POLY TUBING (T-EHP1645) LENGTH AS NECESSARY.
7. TORO TRI-LOC X 1/2" MTP ADAPTER (FAM16).
8. PVC TEE (SxSxT) WITH 1/2" FPT OUTLET.
9. PVC SUPPLY MANIFOLD FROM DRIP ZONE KIT.

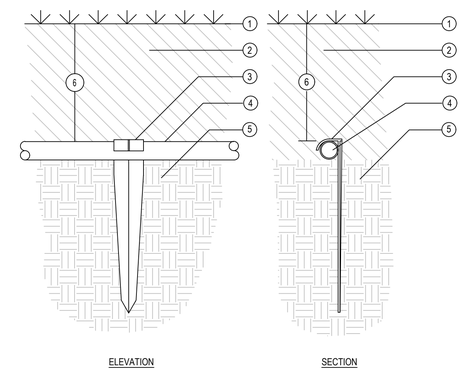
## 31 DRIPLINE TO PVC HEADER INSTALLATION
NTS



1. FINISH GRADE.
2. 4" DEPTH OF TUBING PER LEGEND
3. PVC CROSS (SxSxSxS).
4. TORO DL2000 COMPRESSION ADAPTER (CA-710).
5. TORO DL2000 DRIPLINE LATERAL
6. TORO BLUE STRIPE POLY TUBING (T-EHP1645) SUB MANIFOLD
7. 10" PURPLE ROUND PLASTIC LOCKING VALVE BOX WITH AIR RELIEF VALVE

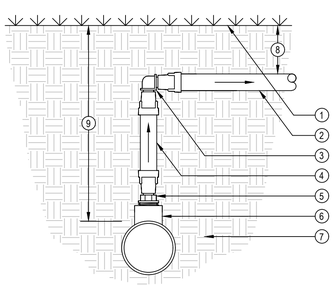
## 32 AIR VACUUM RELIEF VALVE LOCATION
NTS

NOTE: LOCATE STAPLES ALONG TUBING AT 4'-6' ON CENTER AND AT ALL FITTINGS (TEES, ELLS, ETC.)



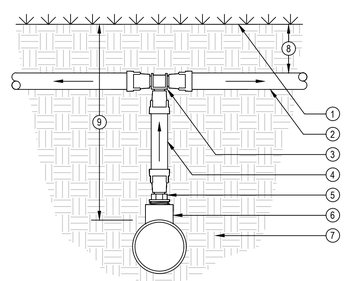

1. FINISH GRADE.
2. BACKFILL MIX PER SPECIFICATIONS.
3. TORO DL2000 PLASTIC LOCATOR STAKE (IPS1500).
4. TORO DL2000 DRIPLINE
5. NATIVE SOIL PER SPECIFICATIONS.
6. 4" DEPTH OF TUBING PER LEGEND

## 33 DRIPLINE STAKE BELOW GRADE DETAIL
NTS



1. FINISH GRADE.
2. TORO DL2000 DRIPLINE LATERAL
3. TORO TRI-LOC TEE (FEE16).
4. TORO BLUE STRIPE POLY TUBING
5. TORO TRI-LOC X 1/2" MPT ADAPTER (FAM16).
6. PVC TEE (SxSxT) WITH 1/2" FPT OUTLET.
7. NATIVE SOIL BACKFILL PER SPECIFICATIONS.
8. 4" DEPTH OF TUBING PER LEGEND
9. DEPTH OF PVC SUPPLY LINE PER SPECIFICATIONS.

## 34 DRIPLINE TO PVC INSTALLATION
NTS



1. FINISH GRADE.
2. TORO DL2000 DRIPLINE LATERAL
3. TORO TRI-LOC TEE (FTT16).
4. TORO BLUE STRIPE POLY TUBING
5. TORO TRI-LOC X 1/2" MPT ADAPTER (FAM16).
6. PVC TEE (SxSxT) WITH 1/2" FPT OUTLET.
7. NATIVE SOIL BACKFILL PER SPECIFICATIONS.
8. 4" DEPTH OF TUBING PER LEGEND
9. DEPTH OF PVC SUPPLY LINE PER SPECIFICATIONS.

## 35 DRIPLINE TO PVC INSTALLATION
NTS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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS GASE · No. 6343
6/30/2020 Renewal Date
04/18/2022 Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | NTS |

0 0" ½" 1" 2"

IRRIGATION DETAILS

L2.8

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\CAD\SHEETS_DC-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM

## WATER USE ESTIMATION

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WATER TYPE | POTABLE | | | | | | | | | | | |
| SITE ETO= | 49.5 | | | | | | | | | | | |
| Controller A | | | | | | | | | | | | |
| REGULAR LANDSCAPE AREAS | | | | | | | | | | | | |
| HYDROZONE # | HYDROZONE NAME | PLANT WATER USE TYPE | PLANT FACTOR (PF) | IRRIGATION METHOD | IRRIGATION EFFICIENCY (IE) | ETAF (PF/IE) | AREA (SQ. FT) (HA) | ETAF X AREA (HA) | ETWU (GAL/YR) | ACRE FEET/ YEAR | HCF/ YEAR | PERCENTAGE OF LANDSCAPE |
| 1 | Medium Trees | MOD | 0.5 | Bubbler | 0.81 | 0.62 | 7,100 | 4,383 | 134,506 | 0.41 | 179.82 | 7% |
| 2 | Lawn | HIGH | 1 | ROTORS | 0.75 | 0.62 | 13,197 | 8,182 | 251,110 | 0.77 | 335.71 | 14% |
| 3 | Shrubs | LOW | 0.3 | DRIP | 0.81 | 0.62 | 76,887 | 47,670 | 1,462,990 | 4.49 | 1,955.87 | 79% |
| | | | | | | | | | | | | |
| | | | | | TOTALS | | 97,184 | 60,235 | 1,848,606 | 5.67 | 2,471.40 | 100% |
| | | | | | | | | | | | | |
| SPECIAL LANDSCAPE AREAS | | | | | | | | | | | | |
| HYDROZONE # | HYDROZONE NAME | | | | | | | | | | | |
| | | | | | 1 | | 0 | | | | | 0% |
| | | | | | TOTALS | | 0 | | | | | 0% |
| | | | | | | | | | | | | |
| MAWA | GALLONS/YR | | 1,342,160 | | | | | | | | | |
| | ACRE FEET/YR | | 4.12 | | MAWA FORMULA | | | | ETWU FORMULA | | | |
| | HCF/YR | | 1,794.33 | | MAXIMUM APPLIED WATER ALLOWANCE (MAWA) GALLONS PER YEAR | | | | ESTIMATED TOTAL WATER USE (ETWU) GALLONS PER YEAR | | | |
| | | | | | MAWA = (ETo)(0.62)[(LA x 0.45) + (0.55 x SLA)] | | | | ETWU= ((ETO)(.62)(ETAF x LA)) | | | |
| ETWU | GALLONS/YR | | 1,848,606 | | ETo = REFERENCE EVAPOTRANSPIRATION | | | | ETo = REFERENCE EVAPOTRANSPIRATION | | | |
| | ACRE FEET/YR | | 5.67 | | 0.45= ET ADJUSTMENT FACTOR | | | | PF = PLANT FACTOR FOR HYDROZONES | | | |
| | HCF/YR | | 2,471.40 | | LA=LANDSCAPED AREA (SQUARE FEET) | | | | HA = HYDROZONE AREA (SQ.FT) | | | |
| | | | | | 0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR) | | | | 0.62 = CONVERSION FACTOR (GALLONS/SQ.FT/YR) | | | |
| SITE IRRIGATION EFFICIENCY | SITE PLANT FACT0R | MAWA COMPLIANT | | | | | | | IE = IRRIGATION EFFICIENCY (0.81)-BUBBLER/DRIP | | | |
| 78.0% | 0.20 | YES | | | | | | | IE = IRRIGATION EFFICIENCY (0.75)-ROTORS/SPRAY | | | |
| | | | | | | | | | | | | |
| ETAF Calculations | | | | | | | | | | | | |
| REGULAR LANDSCAPE AREAS | | | | | | | | | | | | |
| TOTAL ETAF x AREA | 60,235 | | | | | | | | | | | |
| TOTAL AREA | 97,184 | | | | | | | | | | | |
| AVG. ETAF | 61.98% | | | | | | | | | | | |


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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS OSE No. 6020
6/30/2020
Renewal Date
04/18/2022
Date
STATE OF CALIFORNIA

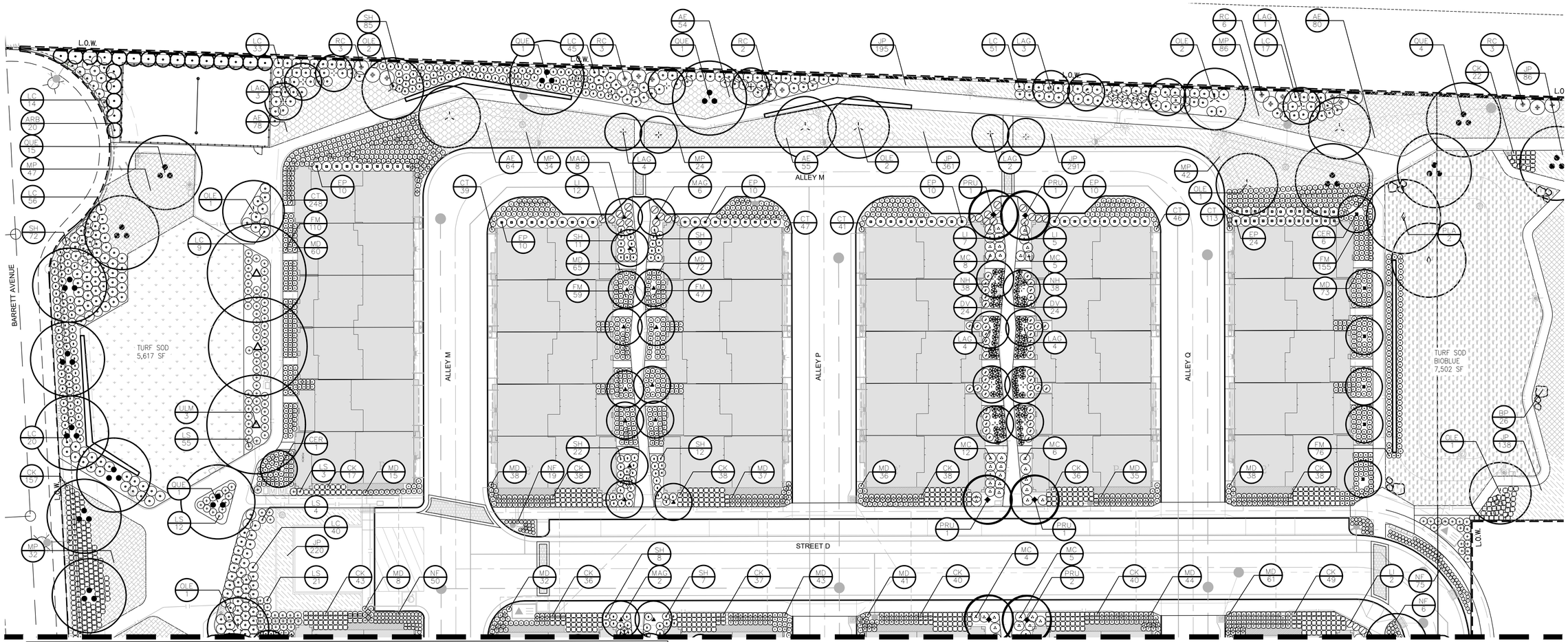
| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | NTS |

0
0" 1/2" 1" 2"

WATER CALCULATIONS

L2.9

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-IRR-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:36 AM




MATCHLINE – SEE SHEET L1.2

## PLANT SCHEDULE

| STREET TREES | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
|---|---|---|---|---|---|
| LAU | LAURUS X 'SARATOGA' | SARATOGA HYBRID LAUREL | 24"BOX | L | PER PLAN |
| QUE | QUERCUS VIRGINIANA | SOUTHERN LIVE OAK | 24" BOX STANDARD | M | PER PLAN |
| RHA | RHAPHIOLEPIS INDICA 'MAGNIFICENT' | MAGNIFICENT INDIAN HAWTHORN | 24" BOX STANDARD | L | PER PLAN |
| | | | | | |
| TREES | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
| ARB | ARBUTUS UNEDO 'COMPACTA' | COMPACT STRAWBERRY TREE | 24" BOX MULTI | L | PER PLAN |
| CER | CERCIS CANADENSIS | EASTERN REDBUD MULTI–TRUNK | 15 GAL | M | PER PLAN |
| LAG | LAGERSTROEMIA INDICA X FAURIEI 'MUSKOGEE' | MUSKOGEE CRAPE MYRTLE | 15 GAL | L | PER PLAN |
| MAG | MAGNOLIA GRANDIFLORA 'LITTLE GEM' | LITTLE GEM DWARF SOUTHERN MAGNOLIA | 15 GAL | M | PER PLAN |
| OLE | OLEA EUROPAEA 'WILSONII' | WILSON OLIVE | 24" BOX MULTI | VL | PER PLAN |
| PIS | PISTACIA CHINENSIS | CHINESE PISTACHE | 15 GAL | L | PER PLAN |
| PLA | PLATANUS X ACERIFOLIA 'COLUMBIA' | COLUMBIA LONDON PLANE TREE | 15 GAL | M | PER PLAN |
| PRU | PRUNUS X YEDOENSIS 'AKEBONO' | AKEBONO YOSHINO CHERRY | 15 GAL | M | PER PLAN |
| ULM | ULMUS PARVIFOLIA | LACEBARK ELM | 15 GAL | L | PER PLAN |
| ZEL | ZELKOVA SERRATA 'VILLAGE GREEN' | VILLAGE GREEN SAWLEAF ZELKOVA | 15 GAL | M | PER PLAN |
| | | | | | |
| SHRUBS | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
| CK | CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' | KARL FOERSTER FEATHER REED GRASS | 1 GAL | L | 24" o.c. |
| CT | CHONDROPETALUM TECTORUM 'DWARF' | DWARF CAPE RUSH | 1 GAL | L | 24" o.c. |
| DV | DIETES GRANDIFLORA 'VARIEGATA' | STRIPED FORTNIGHT LILY | 1 GAL | L | 36" o.c. |
| EP | EUONYMUS FORTUNEI 'MONCE' TM | GOLDEN PRINCE WINTERCREEPER | 5 GAL | M | 48" o.c. |
| FM | FESTUCA MAIREI | ATLAS FESCUE | 1 GAL | L | 24" o.c. |
| LP | LANTANA MONTEVIDENSIS | PURPLE TRAILING LANTANA | 1 GAL | L | 72" o.c. |
| LC | LEYMUS CONDENSATUS 'CANYON PRINCE' | CANYON PRINCE GIANT WILD RYE | 1 GAL | L | 48" o.c. |
| LI | LOMANDRA LONGIFOLIA 'BREEZE' TM | BREEZE MAT RUSH | 1 GAL | L | 36" o.c. |
| LS | LOMANDRA LONGIFOLIA 'ROMA 13' TM | PLATINUM BEAUTY VARIEGATED MAT RUSH | 1 GAL | L | 36" o.c. |
| MC | MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS | 5 GAL | L | 48" o.c. |
| MD | MYRTUS COMMUNIS 'COMPACTA' | DWARF COMMON MYRTLE | 5 GAL | L | 24" o.c. |
| NH | NANDINA DOMESTICA 'HARBOUR DWARF' | HARBOUR DWARF HEAVENLY BAMBOO | 1 GAL | L | 30" o.c. |
| NF | NEPETA X FAASSENII | CATMINT | 1 GAL | M | 18" o.c. |
| RC | ROSA CALIFORNICA | CALIFORNIA WILD ROSE | 5 GAL | L | 72" o.c. |
| SH | SALVIA MICROPHYLLA 'HOT LIPS' | HOT LIPS GRAHAM SAGE | 1 GAL | L | 36" o.c. |
| WS | WESTRINGIA FRUTICOSA 'SMOKEY' | SMOKEY WESTRINGIA | 5 GAL | L | 48" o.c. |
| | | | | | |
| GROUND COVERS | BOTANICAL NAME | COMMON NAME | CONT | WATER USE | SPACING |
| AE | ARCTOSTAPHYLOS X 'EMERALD CARPET' | EMERALD CARPET MANZANITA | 1 GAL | M | 36" o.c. |
| BP | BACCHARIS PILULARIS 'PIGEON POINT' | PIGEON POINT COYOTE BRUSH | 1 GAL | L | 96" o.c. |
| JP | JUNCUS PATENS | CALIFORNIA GRAY RUSH | 1 GAL | L | 24" o.c. |
| MP | MYOPORUM PARVIFOLIUM 'PINK' | PINK TRAILING MYOPORUM | 1 GAL | L | 60" o.c. |
| TB | TURF SOD BIOBLUE | BIOGRASS | SODDED | H | |
| TU | TURF SOD BOLERO PLUS | FESCUE BLEND | SODDED | H | |

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DC-P-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 8:37 AM

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# ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS GASE · No. 6062
6/30/2020
Renewal Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

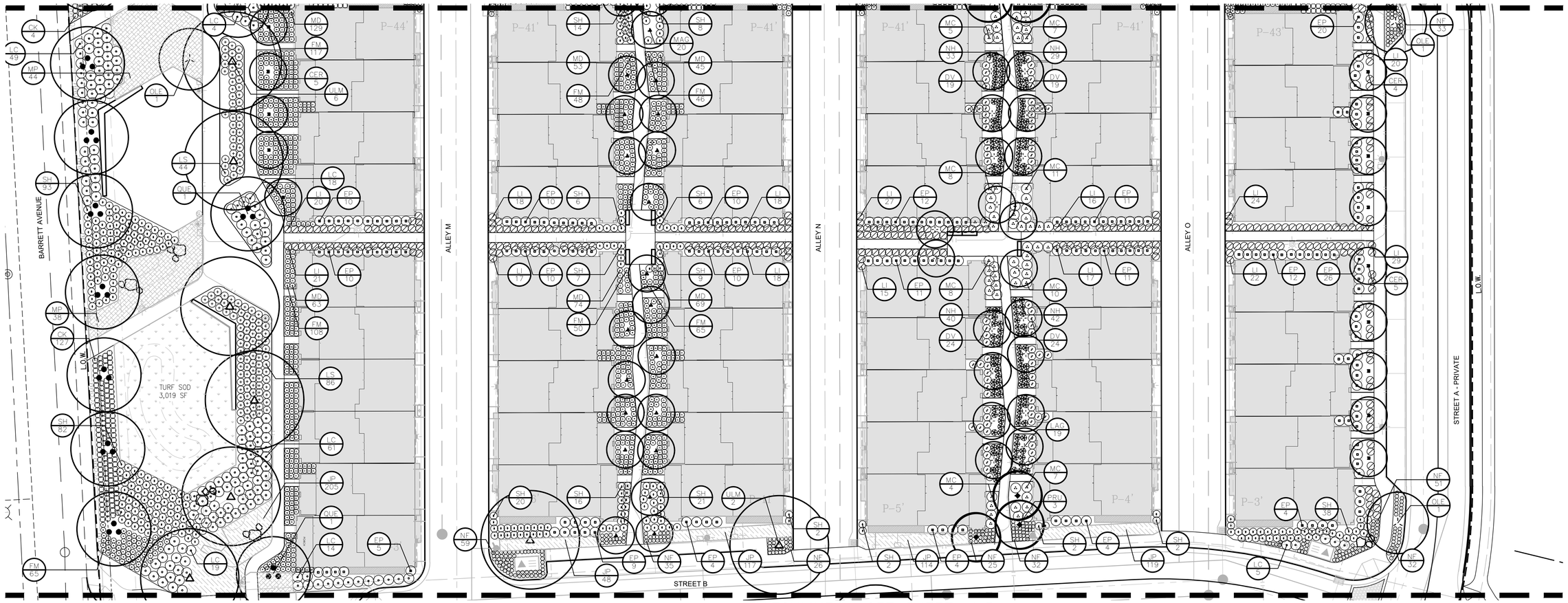
| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

0 10' 20' 40'
0" ½" 1" 2"

PLANTING PLAN

L3.1

MATCHLINE – SEE SHEET L1.1




MATCHLINE – SEE SHEET L1.3

## PLANT SCHEDULE

| STREET TREES | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
|---|---|---|---|---|---|
| LAU | LAURUS X 'SARATOGA' | SARATOGA HYBRID LAUREL | 24"BOX | L | PER PLAN |
| QUE | QUERCUS VIRGINIANA | SOUTHERN LIVE OAK | 24" BOX STANDARD | M | PER PLAN |
| RHA | RHAPHIOLEPIS INDICA 'MAGNIFICENT' | MAGNIFICENT INDIAN HAWTHORN | 24" BOX STANDARD | L | PER PLAN |
| | | | | | |
| TREES | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
| ARB | ARBUTUS UNEDO 'COMPACTA' | COMPACT STRAWBERRY TREE | 24" BOX MULTI | L | PER PLAN |
| CER | CERCIS CANADENSIS | EASTERN REDBUD MULTI-TRUNK | 15 GAL | M | PER PLAN |
| LAG | LAGERSTROEMIA INDICA X FAURIEI 'MUSKOGEE' | MUSKOGEE CRAPE MYRTLE | 15 GAL | L | PER PLAN |
| MAG | MAGNOLIA GRANDIFLORA 'LITTLE GEM' | LITTLE GEM DWARF SOUTHERN MAGNOLIA | 15 GAL | M | PER PLAN |
| OLE | OLEA EUROPAEA 'WILSONII' | WILSON OLIVE | 24" BOX MULTI | VL | PER PLAN |
| PIS | PISTACIA CHINENSIS | CHINESE PISTACHE | 15 GAL | L | PER PLAN |
| PLA | PLATANUS X ACERIFOLIA 'COLUMBIA' | COLUMBIA LONDON PLANE TREE | 15 GAL | M | PER PLAN |
| PRU | PRUNUS X YEDOENSIS 'AKEBONO' | AKEBONO YOSHINO CHERRY | 15 GAL | M | PER PLAN |
| ULM | ULMUS PARVIFOLIA | LACEBARK ELM | 15 GAL | L | PER PLAN |
| ZEL | ZELKOVA SERRATA 'VILLAGE GREEN' | VILLAGE GREEN SAWLEAF ZELKOVA | 15 GAL | M | PER PLAN |
| | | | | | |
| SHRUBS | BOTANICAL NAME | COMMON NAME | SIZE | WATER USE | SPACING |
| CK | CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' | KARL FOERSTER FEATHER REED GRASS | 1 GAL | L | 24" o.c. |
| CT | CHONDROPETALUM TECTORUM 'DWARF' | DWARF CAPE RUSH | 1 GAL | L | 24" o.c. |
| DV | DIETES GRANDIFLORA 'VARIEGATA' | STRIPED FORTNIGHT LILY | 1 GAL | L | 36" o.c. |
| EP | EUONYMUS FORTUNEI 'MONCE' TM | GOLDEN PRINCE WINTERCREEPER | 5 GAL | M | 48" o.c. |
| FM | FESTUCA MAIREI | ATLAS FESCUE | 1 GAL | L | 24" o.c. |
| LP | LANTANA MONTEVIDENSIS | PURPLE TRAILING LANTANA | 1 GAL | L | 72" o.c. |
| LC | LEYMUS CONDENSATUS 'CANYON PRINCE' | CANYON PRINCE GIANT WILD RYE | 1 GAL | L | 48" o.c. |
| LI | LOMANDRA LONGIFOLIA 'BREEZE' TM | BREEZE MAT RUSH | 1 GAL | L | 36" o.c. |
| LS | LOMANDRA LONGIFOLIA 'ROMA 13' TM | PLATINUM BEAUTY VARIEGATED MAT RUSH | 1 GAL | L | 36" o.c. |
| MC | MUHLENBERGIA CAPILLARIS | PINK MUHLY GRASS | 5 GAL | L | 48" o.c. |
| MD | MYRTUS COMMUNIS 'COMPACTA' | DWARF COMMON MYRTLE | 5 GAL | L | 24" o.c. |
| NH | NANDINA DOMESTICA 'HARBOUR DWARF' | HARBOUR DWARF HEAVENLY BAMBOO | 1 GAL | L | 30" o.c. |
| NF | NEPETA X FAASSENII | CATMINT | 1 GAL | M | 18" o.c. |
| RC | ROSA CALIFORNICA | CALIFORNIA WILD ROSE | 5 GAL | L | 72" o.c. |
| SH | SALVIA MICROPHYLLA 'HOT LIPS' | HOT LIPS GRAHAM SAGE | 1 GAL | L | 36" o.c. |
| WS | WESTRINGIA FRUTICOSA 'SMOKEY' | SMOKEY WESTRINGIA | 5 GAL | L | 48" o.c. |
| | | | | | |
| GROUND COVERS | BOTANICAL NAME | COMMON NAME | CONT | WATER USE | SPACING |
| AE | ARCTOSTAPHYLOS X 'EMERALD CARPET' | EMERALD CARPET MANZANITA | 1 GAL | M | 36" o.c. |
| BP | BACCHARIS PILULARIS 'PIGEON POINT' | PIGEON POINT COYOTE BRUSH | 1 GAL | L | 96" o.c. |
| JP | JUNCUS PATENS | CALIFORNIA GRAY RUSH | 1 GAL | L | 24" o.c. |
| MP | MYOPORUM PARVIFOLIUM 'PINK' | PINK TRAILING MYOPORUM | 1 GAL | L | 60" o.c. |
| TB | TURF SOD BIOBLUE | BIOGRASS | SODDED | H | |
| TU | TURF SOD BOLERO PLUS | FESCUE BLEND | SODDED | H | |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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
LICENSE NUMBER 5960
6/30/2020
Renewal Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

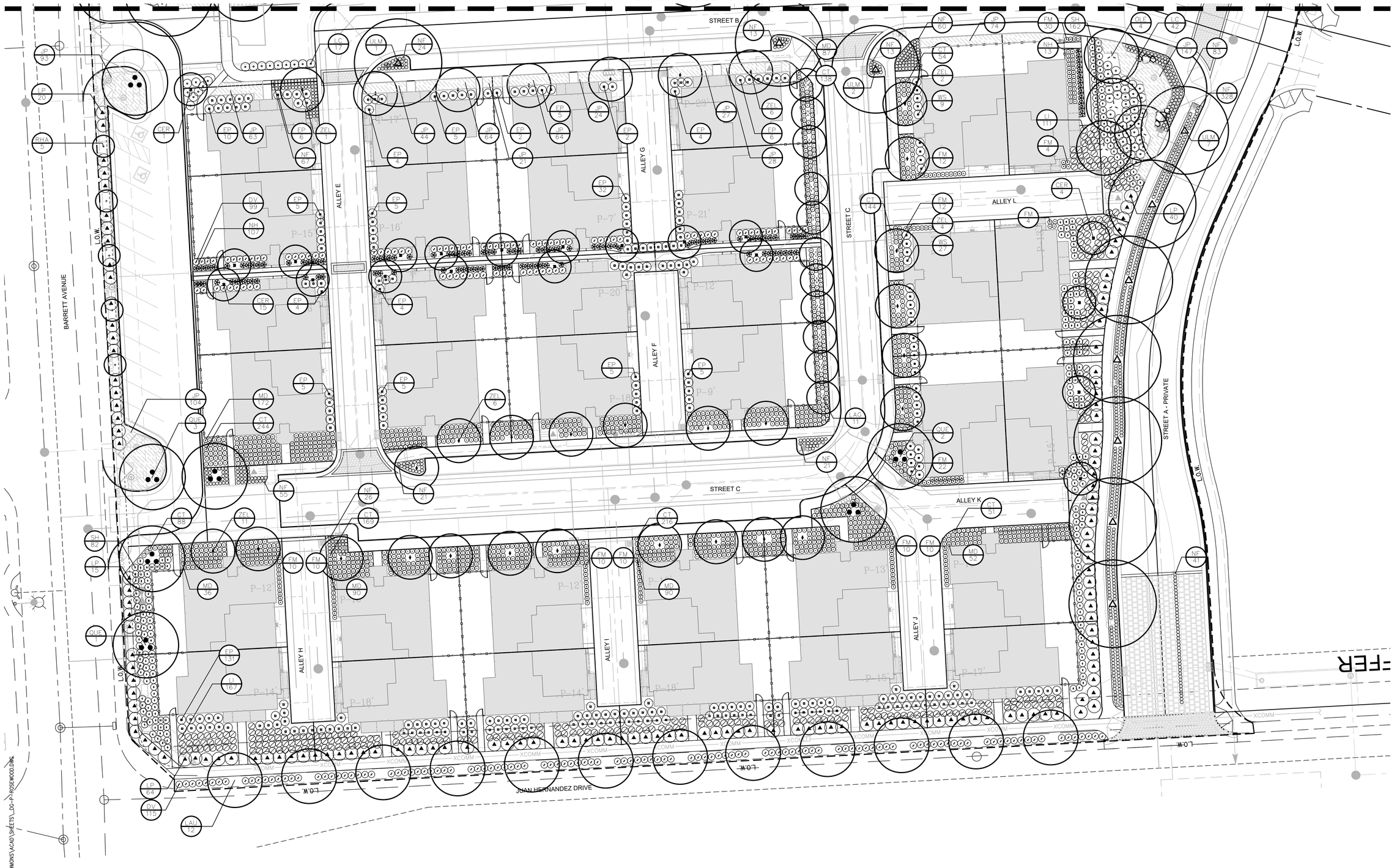
0 10' 20' 40'
0" ½" 1" 2"

PLANTING PLAN

L3.2

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\ACAD\SHEETS_DG-P-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 8:37 AM

MATCHLINE – SEE SHEET L1.2




GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www.dgates.com

ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
| 1 | RDCS 1ST SUBMITTAL | 01/11/2022 |
| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS GASE · No. 6343
6/30/2020
Renewal Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

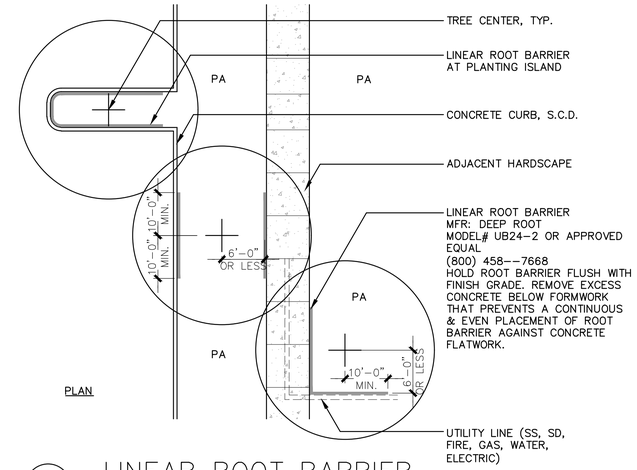
| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | 1'-0" = 20'-0" |

0 10' 20' 40'
0" ½" 1" 2"

PLANTING PLAN

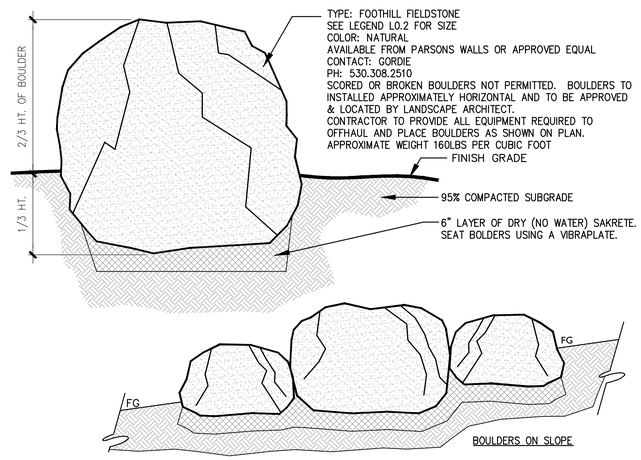
L3.3

PATH: P:\MORGAN HILL\ROSEWOOD AT LILLIAN COMMONS\CACD\SHEETS_DC-P-ROSEWOOD.DWG
PLOT DATE: 4/18/2022 9:37 AM



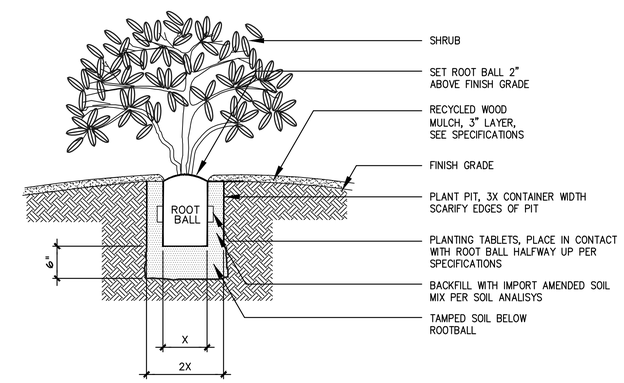

3 LINEAR ROOT BARRIER

SCALE: 1" = 10'-0"



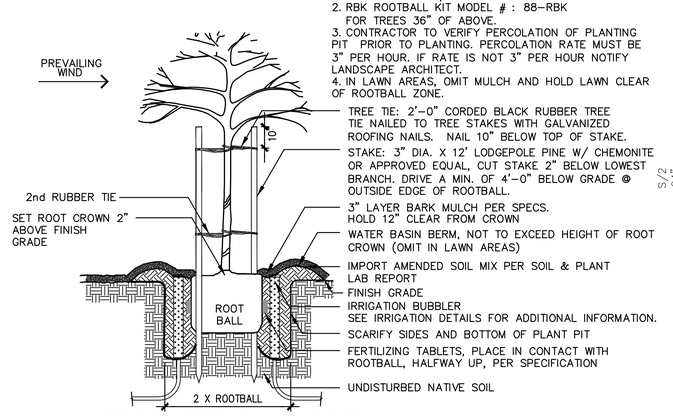

5 LANDSCAPE BOULDERS

SCALE: 1/2" = 1'-0"




2 SHRUB PLANTING

SCALE: N.T.S.

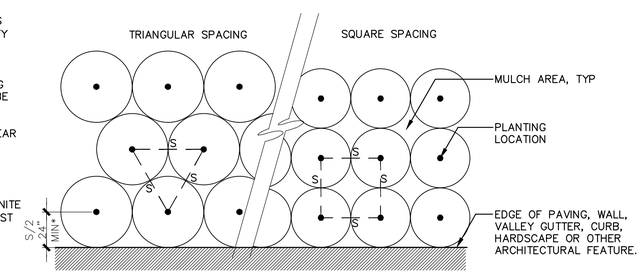



NOTES:

1. ROOT CONTROL BARRIER MUST BE USED IF TREE IS PLANTED WITHIN 6' OF CURB OR SIDEWALK OR UTILITY LINE. SEE DETAIL 2/L6.1
2. RBK ROOTBALL KIT MODEL # : 88-RBK FOR TREES 36" OF ABOVE.
3. CONTRACTOR TO VERIFY PERCOLATION OF PLANTING PIT PRIOR TO PLANTING. PERCOLATION RATE MUST BE 3" PER HOUR. IF RATE IS NOT 3" PER HOUR NOTIFY LANDSCAPE ARCHITECT.
4. IN LAWN AREAS, OMIT MULCH AND HOLD LAWN CLEAR OF ROOTBALL ZONE.

4 TREE STAKING DETAIL

SCALE: 3/8" = 1'-0"




NOTES:

A. S = PLANT SPACING DISTANCE ON CENTER, SEE CHART

B. FOR USE AS A GUIDE FOR SHRUBS AND GROUNDCOVER WHEN PLANTS ARE SPACED EQUIDISTANT FROM EACH OTHER.

*AT ALL SHRUB AND GROUNDCOVER LOCATIONS WHERE SPRAY IRRIGATION IS USED. HOLD PLANTING 24" CLEAR OF CURB LINE IN CONJUNCTION WITH IRRIGATION PER AB 1881.

| Plant Quantity Chart | |
|---|---|
| Spacing | # of Plants/S.F. |
| 6" o.c. | 4.60 |
| 8" o.c. | 2.60 |
| 12" o.c. | 1.15 |
| 18" o.c. | .512 |
| 24" o.c. | .290 |
| 30" o.c. | .185 |
| 36" o.c. | .128 |
| 42" o.c. | .087 |
| 48" o.c. | .063 |

1 PLANT SPACING

SCALE: N.T.S.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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

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| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

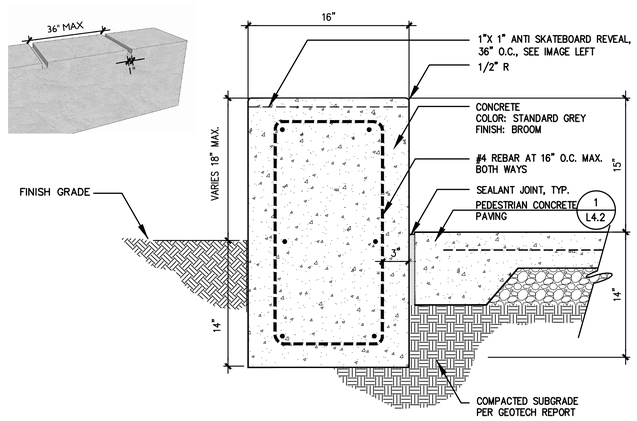
REGISTERED LANDSCAPE ARCHITECT
LICENSE NUMBER 5003
6/30/2020
Renewal Date
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | SCALE |

0 .5X 1X 2X

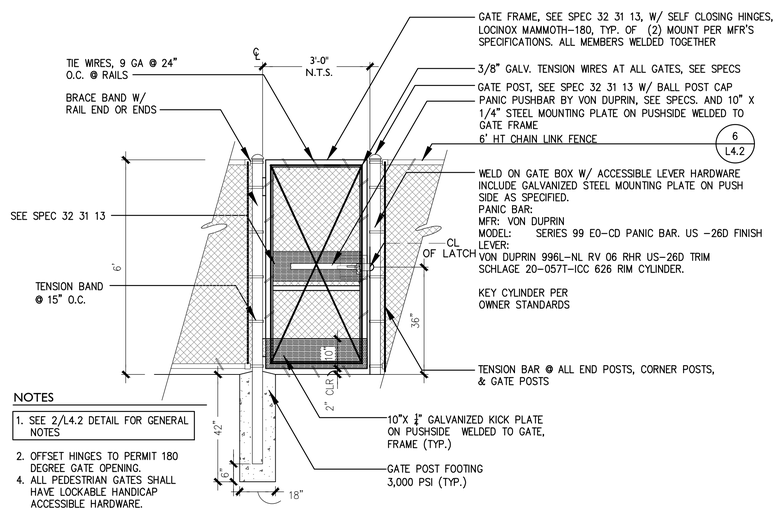
PLANTING DETAILS

L4.1




## 8 CONCRETE SEAT WALL

SCALE: 1 1/2" = 1'-0"

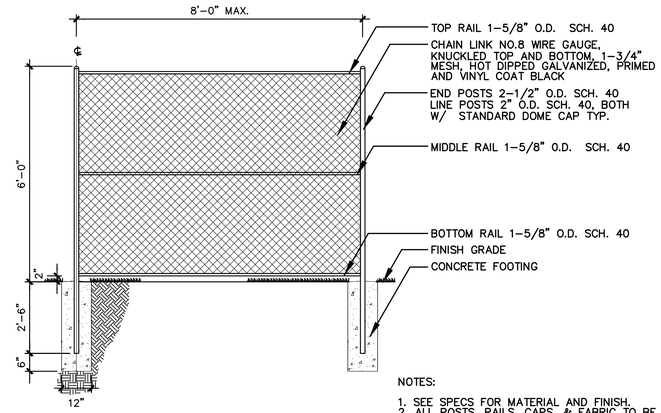



NOTES

1. SEE 2/L4.2 DETAIL FOR GENERAL NOTES
2. OFFSET HINGES TO PERMIT 180 DEGREE GATE OPENING.
4. ALL PEDESTRIAN GATES SHALL HAVE LOCKABLE HANDICAP ACCESSIBLE HARDWARE.

## 7 6' CHAIN LINK GATE (PUSH SIDE ELEVATION)

SCALE: 1/2" = 1'-0"



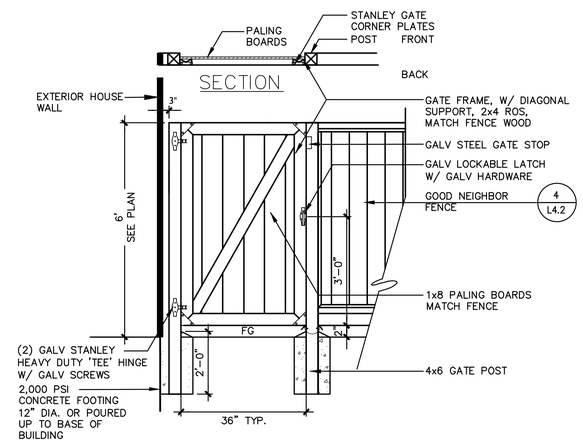

NOTES:

1. SEE SPECS FOR MATERIAL AND FINISH.
2. ALL POSTS, RAILS, CAPS, & FABRIC TO BE GALVANIZED AND VINYL COATED BLACK.

## 6 6' CHAIN LINK FENCE

SCALE: 1/2" = 1'-0"

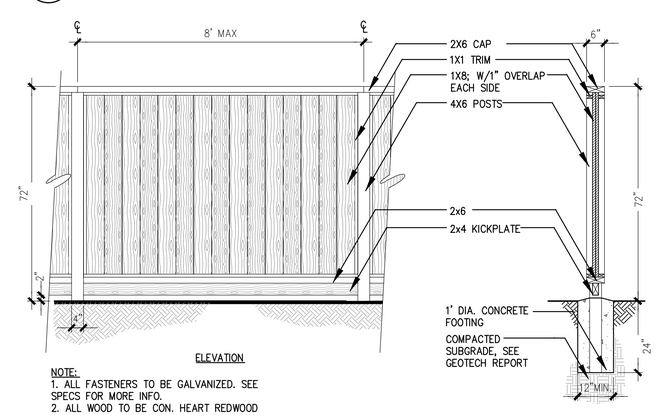
NOTES:
1. WOOD TO BE CONSTRUCTION HEART REDWOOD.
2. ALL HARDWARE TO BE GALVANIZED-COLOR BLACK.
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR FOOTING




INSIDE VIEW ELEVATION

## 5 SOLID WOOD GATE

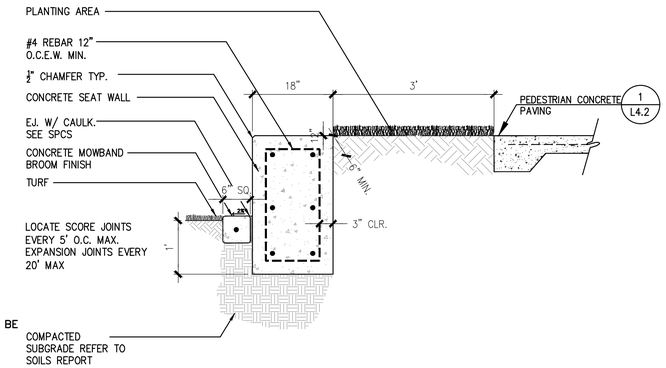
NTS




NOTE:
1. ALL FASTENERS TO BE GALVANIZED. SEE SPECS FOR MORE INFO.
2. ALL WOOD TO BE CON. HEART REDWOOD

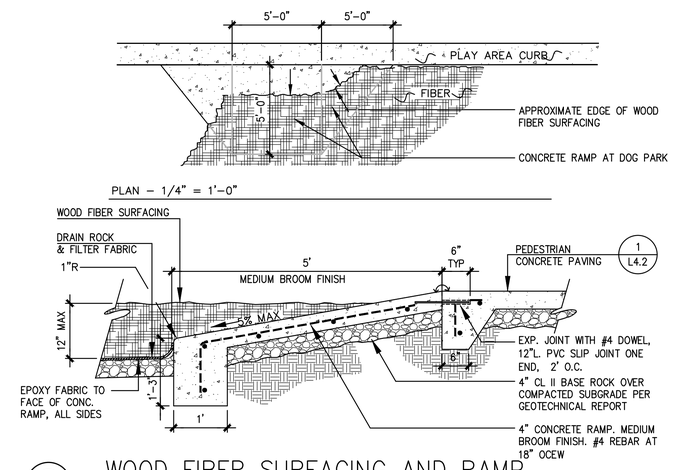
## 4 6'H GOOD NEIGHBOR FENCE

SCALE: 1/2" = 1'-0"



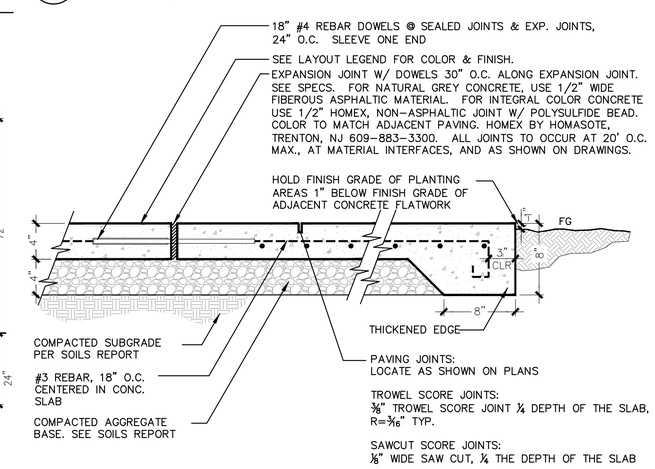

## 3 SEAT WALL

SCALE: 3/4" = 1'-0"




## 2 WOOD FIBER SURFACING AND RAMP

SCALE: 3/4" = 1'-0"




## 1 PEDESTRIAN CONCRETE PAVING ON GRADE

SCALE: 1-1/2" = 1'-0"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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL CALIFORNIA

Brookfield Residential

| ISSUE: | DESCRIPTION: | DATE: |
|---|---|---|
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| 2 | RDCS 2ND SUBMITTAL | 03/28/2022 |
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| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

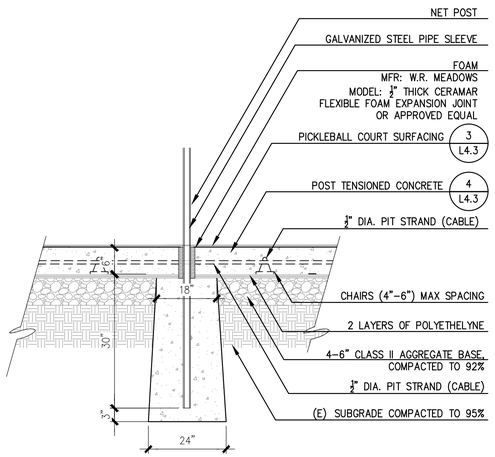
REGISTERED LANDSCAPE ARCHITECT — CHERI CASE — No. 5011 — 6/30/2020 — 04/18/2022 — STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | SCALE |

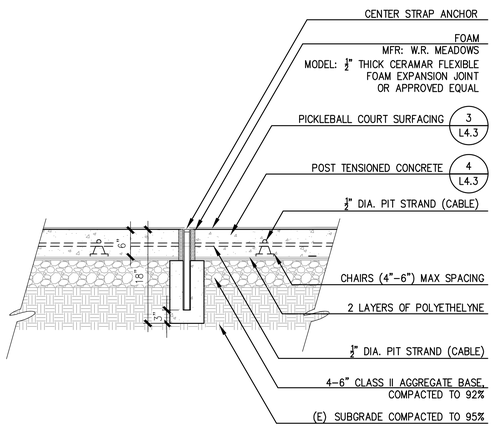
0 .5X 1X 2X

CONSTRUCTION DETAILS

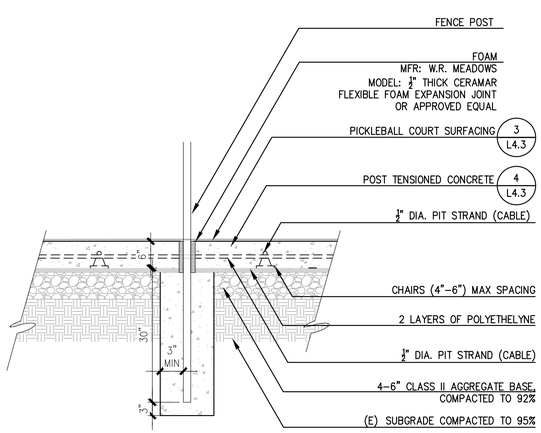
L4.2



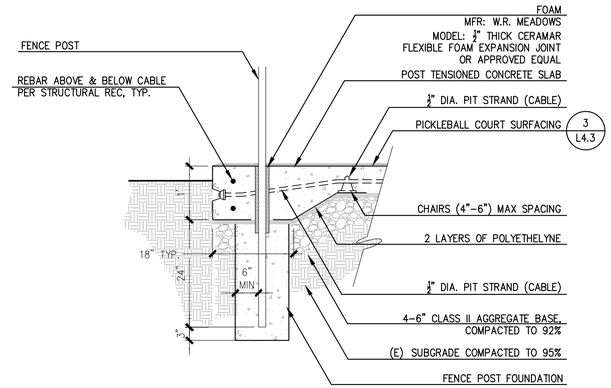

## 8 NET POST
SCALE: 3/4" = 1'-0"



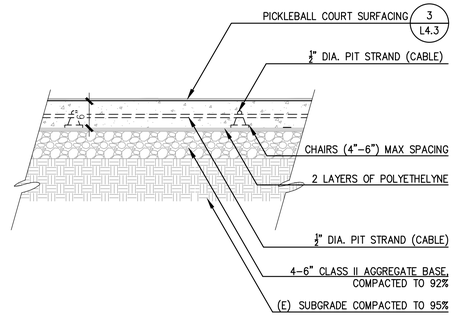

## 7 CENTER STRAP ANCHOR
SCALE: 3/4" = 1'-0"



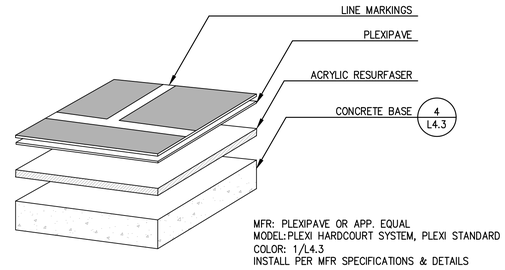

## 6 INTERMEDIATE FENCE POST
SCALE: 3/4" = 1'-0"



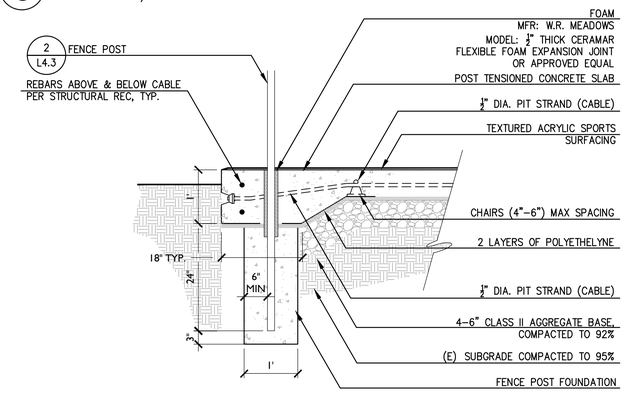

## 5 POST TENSION SLAB EDGE
SCALE: 3/4" = 1'-0"



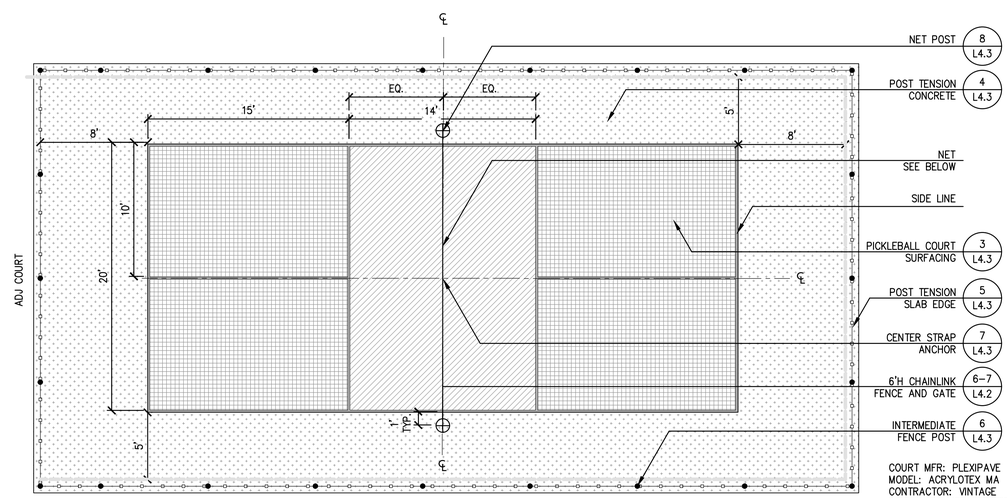

## 4 POST TENSION CONCRETE
SCALE: 3/4" = 1'-0"




## 3 PICKLEBALL COURT SURFACING
SCALE: 1-1/2" = 1'-0"




## 2 PICKLEBALL COURT PAVING
SCALE: 3/4" = 1'-0"




NOTES: ALL LINES ARE 2" (5 CM) IN WIDTH. ALL LINE MEASUREMENTS ARE TO THE OUTER EDGE OF THE LINES EXCEPT THE CENTER LINE WHICH SHALL BE ON THE CENTER LINE OF THE COURT. ALL LINES SHALL BE WHITE, COURT INTERIORS SHALL BE BLUE, DARK GREEN EXTERIOR AREA ALL MEASUREMENTS ARE TO THE CENTER OF POSTS.

POST: WILSON HEAVY DUTY MODEL 3441W, COLOR – BLACK
NET: WILSON PICKLEBALL NET #501–727W
BALLS: TOP OUTDOOR PICKLEBALL, COLOR – MIXED, QTY – (10) DOZEN
PADDLE: ACE 2 WOOD PADDLE, QTY – (8) PADDLES
BALL HOLDER: TENNIS NET BALL HOLDER

NOTE:
1. DESIGN & LAYOUTS FOR DESIGN INTENT ONLY. CONTRACTOR TO SUBMIT SHOP DRAWINGS WITH APPROVED STAMPED STRUCTURAL DRAWINGS FOR REVIEW AND APPROVAL.
2. BALLS, PADDLE, AND BALL HOLDER PRODUCTS ARE NOT IN SCOPE AND FOR REFERENCE ONLY.

COURT MFR: PLEXIPAVE
MODEL: ACRYLOTEX MA
CONTRACTOR: VINTAGE
INSTALL BY MFR CERTIFIED INSTALLER.
INSTALL PER MFR SPECS AND DETAILS.

COLOR SCHEDULE:
- LIGHT GREEN
- PACIFIC BLUE
- CAPE GRAY

## 1 PICKELBALL COURT
SCALE: 3/16" = 1'-0"


GATES +ASSOCIATES
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

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| - | - | - |
| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT · STATE OF CALIFORNIA · L.A.
6/30/2020 Renewal Date
04/18/2022 Date

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | SCALE |

0 .5X 1X 2X
0" 6" 1' 2"

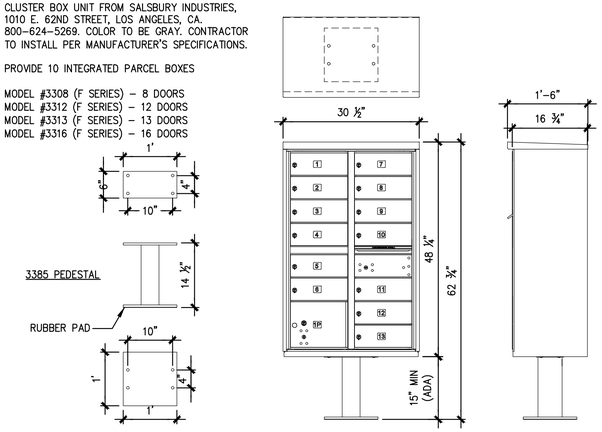
CONSTRUCTION DETAILS

L4.3

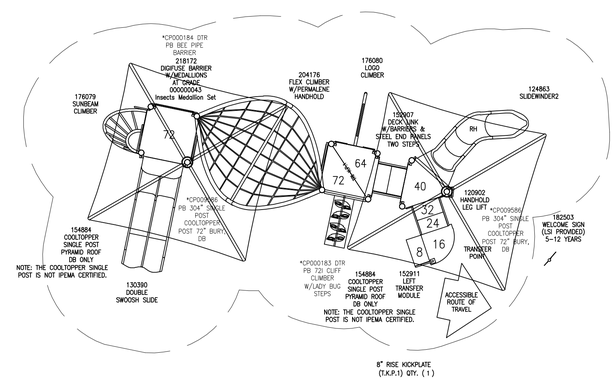
NOTES:
CLUSTER BOX UNIT FROM SALSBURY INDUSTRIES, 1010 E. 62ND STREET, LOS ANGELES, CA. 800-624-5269. COLOR TO BE GRAY. CONTRACTOR TO INSTALL PER MANUFACTURER'S SPECIFICATIONS.

PROVIDE 10 INTEGRATED PARCEL BOXES

MODEL #3308 (F SERIES) – 8 DOORS
MODEL #3312 (F SERIES) – 12 DOORS
MODEL #3313 (F SERIES) – 13 DOORS
MODEL #3316 (F SERIES) – 16 DOORS




2 CLUSTERED MAILBOX UNIT
SCALE: 3/4" = 1'-0"




PlayBooster® (3-12 years)
Max Fall Height: 99 inches

Estimated manufacturing time: 6 weeks from the time of LSI order acceptance, or receipt of SkyWays release of fabrication form if applicable.

| | | | | |
|---|---|---|---|---|
| TOTAL ELEVATED PLAY COMPONENTS | 6 | | | |
| TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP | 0 | REQUIRED | 0 |
| TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER | 6 | REQUIRED | 3 |
| TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN | 2 | REQUIRED | 2 |
| TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS | 2 | REQUIRED | 2 |

landscape structures

IPEMA CERTIFIED

THIS PLAY AREA & PLAY EQUIPMENT IS DESIGNED FOR AGES 5-12 YEARS UNLESS OTHERWISE NOTED ON PLAN.

IT IS THE MANUFACTURERS OPINION THAT THIS PLAY AREA DOES CONFORM TO THE A.D.A. ACCESSIBILITY STANDARDS, ASSUMING AN ACCESSIBLE PROTECTIVE SURFACING IS PROVIDED, AS INDICATED, OR WITHIN THE ENTIRE USE ZONE.

THIS CONCEPTUAL PLAN WAS BASED ON INFORMATION AVAILABLE TO US, PRIOR TO CONSTRUCTION, DETAILED SITE INFORMATION INCLUDING BUT NOT LIMITED TO UNDERGROUND UTILITIES, SOIL CONDITIONS, AND DRAINAGE SOLUTIONS SHOULD BE OBTAINED, EVALUATED, & CONSIDERED BY A QUALIFIED PROFESSIONAL PRIOR TO DEVELOPMENT OF PLAN AREA. SITE OBSERVATION, AND LOCATION OF ALL EXISTING UTILITIES, EQUIPMENT, & SITE CONDITIONS SHOULD BE MADE. THIS PLAN SHOULD NOT TAKE THE PLACE OF THE SITE INTERVIEW.

CHOOSE A PROTECTIVE SURFACING MATERIAL THAT HAS A CRITICAL HEIGHT VALUE TO MEET THE MAXIMUM FALL HEIGHT FOR THE EQUIPMENT. ANY ADDITIONAL SURFACING OUTSIDE THE SAFETY ZONE IS NOT REQUIRED. "ACCESSIBLE GROUND EQUIPMENT FOR PUBLIC USE, SECTION 4 CURRENT REVISION, THE SUBSURFACE MUST BE MADE ACCESSIBLE. IF THE SURFACE IS NOT ACCESSIBLE, IT MUST BE PLACED ON SLOPES 1.00" TO 1.0" PER FOOT TO A STORM SEWER OR A TRENCH DRAIN".

PROVIDE ACCESSIBLE PROTECTIVE SURFACING (POURED-IN-PLACE SHOWN)

DESIGNED BY:
NKH
COPYRIGHT: 1/8/19
LANDSCAPE STRUCTURES, INC.
601 7th STREET SOUTH • P.O. BOX 108
DELANO, MINNESOTA 55328
PH: 1-800-328-9033 FAX: 763-972-4091

| Date | Previous Drawing # | Initials |
|---|---|---|
| 12/20/18 | 1130476-01-02 | NKH |
| 9/5/18 | 1130476-01-01 | NKH |

Ross Recreation Equipment Company, Inc.
Alex Hailey

SYSTEM TYPE:
PlayBooster

DRAWING #:
1130476-03-01

ISO 14001:2015 REGISTERED

ISO 9001:2015 CERTIFIED

1 PLAY STRUCTURE (5-12 YEARS) OR SIMILAR
SCALE: 3/16" = 1'-0"

GATES +ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
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ROSEWOOD AT LILLIAN COMMONS

MORGAN HILL
CALIFORNIA

Brookfield Residential

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| - | - | - |
| - | - | - |

NOT FOR CONSTRUCTION

REGISTERED LANDSCAPE ARCHITECT
CHRIS CASE • No. 5507
6/30/2020
04/18/2022
Date
L.A.
STATE OF CALIFORNIA

| | |
|---|---|
| PROJECT NUMBER: | P5960 |
| DRAWN: | JT, GM |
| CHECK: | MR |
| DATE: | 04/18/2022 |
| SCALE: | SCALE |

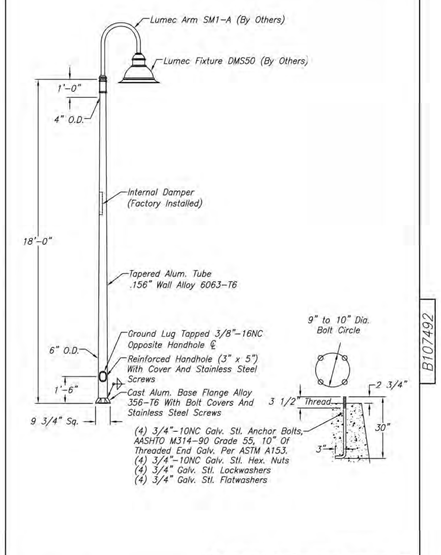
0 .5X 1X 2X
0" 6" 1' 2'

CONSTRUCTION DETAILS

L4.4

# ROSEWOOD INTRACTS - NB - PRIVATE STREET LIGHTING

Fixture Types EE - FF - GG




| NO. | REVISIONS | DATE |
|---|---|---|
| | | |

WARNING: DO NOT INSTALL LIGHTING POLES WITHOUT LUMINAIRES

hapco — Abingdon, Va.

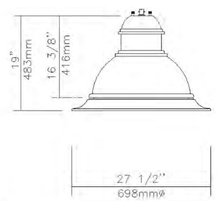
| | |
|---|---|
| TITLE | 16' LIGHTING POLE |
| CUSTOMER | Rosewood–Morgan Hill |
| SCALE 32 | DATE 10/21/2021 |
| BY TNB | DWG. NO. B107492 |
| CHK'D | |

## ELECTROLIER FOUNDATION DETAIL

NOT TO SCALE

**Rosewood – Morgan Hill Lumec DMS50** (4000K, output reduced by 40%, 23 watts, house side shield)

LEDGINE 3D



**EPA: 1.42 sq ft / weight: 42 lb (19.1 kg)**
**Note:** 3D image may not represent color or option selected.
Logos above include link, click to access.

| | | | |
|---|---|---|---|
| Qty | 6 | Type EE Luminaire | **DMS50-[35W32LED4K-031]-G3-LE2F-UNV-DMG-HS-BKTX** |
| Qty | 12 | Type FF Luminaire | **DMS50-[35W32LED4K-031]-G3-LE3F-UNV-DMG-HS-BKTX** |
| Qty | 2 | Type GG Luminaire | **DMS50-[35W32LED4K-031]-G3-LE4F-UNV-DMG-HS-BKTX** |

**Description of Components:**

**Hood:** A die cast A360.1 aluminum dome complete with a cast-in technical ring with latch and hinge. The mechanism shall offer tool-free access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

**Housing:** In a round shape, this housing is made of cast 356 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 3/8-16 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments.

**Light Engine: LEDgine** composed of 5 main components: **Heat Sink / Lens / LED Module / Optical System / Driver** Electrical components are RoHS compliant.

**Heat Sink:** Heat Sink: Made of die cast A360 aluminum optimising the LEDs efficiency and life, complete with a cast in skirt and technical ring. Product does not use any cooling device with moving parts (only passive cooling device)

**Lens:** Made of soda-lime clear tempered flat glass lens, mechanically assembled and sealed onto the lower part of the heat sink.

**LED Module:** Composed of 32 high-performance white LEDs. Color temperature as per ANSI/NEMA bin Neutral White, 4000 Kelvin nominal (3985K +/- 275K or 3710K to 4260K), CRI 70 Min. 75 Typical.

SPEC20220321_170438_45341_20
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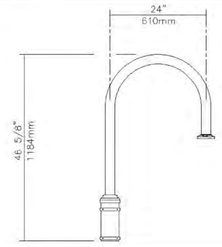
LUMEC

**Rosewood - Morgan Hill Lumec SM-1A arm**




Qty **23** Bracket **SM-1A-R4-BKTX**

**Description of Components:**

**Arm:** Shall be made from bent 6061-T6 aluminum tubing, 2 3/8" (60mm) outside diameter, welded.

**Central Adaptor:** Made of aluminum 6061-T6, 4 1/2" (114mm) outside diameter. Complete with a cast 356 aluminum fitter that **slip-fits 9" (229mm) over a 4" (102mm) outside diameter pole tenon.** Mechanically assembled using two sets of four set screws at 90 degrees around the bracket.

**Bracket Properties (Weight and EPA)**: 13 lbs (5.9 kg), 1.7 ft.²

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0 01-13-2022

LUMEC

## PRIVATE LIGHTING CONTRACTORS NOTES

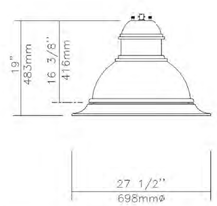
1. CONDUIT AND FITTINGS: ALL CONDUIT AND FITTINGS SHALL BE U.L. APPROVED. UNLESS OTHERWISE NOTED OR REQUIRED.S PROVIDE PULL ROPE IN ALL EMPTY CONDUITS.
2. CONDUIT DEPTH: 24" UNDER SIDEWALK; 24" UNDER PLANTER STRIP; 30" UNDER PAVEMENT.
3. CABLE: CABLE SHALL BE U.L. LISTED, TYPE THW OR THWN WITH MINIMUM OF 3/64" (46 MIL) POLYVINYL CHLORIDE INSULATION, UNLESS OTHERWISE NOTED. U.L. LISTED 600 VOLT, NO. 10 IN POLE MAY BE USED.
4. SPLICE BOXES: SPLICE BOXES SHALL NOT BE MORE THAN 200 FEET APART ON LONG RUNS. (PER CALTRANS DETAIL ES–8A).
5. FUSES: EACH STREET LIGHT SHALL BE FUSED WITH WATERPROOF IN–LINE FUSE HOLDERS (BUSHMAN HEB SERIES) AT EACH ADJACENT SPLICE BOX WITH 5 AMP FUSE.
6. SPLICING: ALL SPLICES SHALL BE MADE IN LIGHT BOXES ONLY. SPLICES SHALL BE IN ACCORDANCE WITH CALTRANS STANDARD METHOD 'B'. (PER CALTRANS DETAIL ES–13A).

## PRIVATE LIGHTING GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL BE IN FULL ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF THE STATE FIRE MARSHALL, FEDERAL AND ALL APPLICABLE CITY, COUNTY, STATE AND LOCAL UTILITY COMPANY REGULATIONS; N.E.C., AND THE LATEST APPROVED STANDARDS OF I.E.E.E., A.S.A, N.E.M.A., U.L. AND OSHA WHERE APPLICABLE. NOTHING IN THESE PLANS OR SPECIFICATIONS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE ABOVE. ALSO, ALL SECTIONS OF STATE OF CALIFORNIA PUC G.O. 95 SHALL APPLY.
2. MATERIALS FURNISHED UNDER THIS SECTION OF THESE SPECIFICATIONS FOR WHICH UL STANDARDS HAVE BEEN ESTABLISHED SHALL BE LISTED AND BEAR THE LABEL OF UNDERWRITER'S LABORATORIES, INC.
3. WHERE REQUIREMENTS OF APPLICABLE CODES AND STANDARDS CONFLICT WITH THE DRAWINGS OR THESE SPECIFICATIONS, THE MORE STRINGENT REQUIREMENT SHALL GOVERN.
4. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT FIRST NOTIFYING & OBTAINING APPROVAL FROM CITY/COUNTY AGENCY & GIACALONE DESIGN SERVICES, INC.
5. CONTRACTOR TO INSTALL CIRCUIT GROUNDING AND GROUND WIRE IN CONDUIT PER N.E.C. STANDARDS AND LOCAL GOVERNING AGENCIES REQUIREMENTS.
6. A LIST OF ALL MATERIALS & SUPPLIERS SHOULD BE PROVIDED TO AUTHORITY HAVING JURISDICTION FOR APPROVAL.
7. GROUNDING & BONDING SHALL PROPERLY INTERCONNECT ALL METAL PARTS OF THE SYSTEM.
8. ALL CONNECTIONS SHALL BE SECURED WITH LOCK NUTS AND INSULATED BUSHINGS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING A COMPLETE OPERATING SYSTEM.
10. GIACALONE DESIGN SERVICES, INC. ASSUMES NO RESPONSIBILITY FOR ANY VARIANCE BETWEEN THESE PLANS AND THE ACTUAL FIELD CONDITIONS. CONTRACTOR SHOULD REVIEW PROJECT SITE PRIOR TO SUBMITTING ITS BID.
11. ANY CHANGES OR MODIFICATIONS TO PROPOSED LIGHT LOCATIONS SHALL BE APPROVED, IN WRITING, BY THE CITY/COUNTY AGENCY PRIOR TO INSTALLATION.
12. AS–BUILT DRAWINGS SHALL BE SUBMITTED TO THE STREET LIGHT ADMINISTRATION DEPT. OF THE CITY/COUNTY PRIOR TO ACCEPTANCE OF THE PRIVATE LIGHTING SYSTEM.

**Rosewood – Moargan Hill DMS50** ( 4000K, 86 watts, 18' light center, pole mounted motion sensor )

LEDGINE 3D



**EPA: 1.42 sq ft / weight: 42 lb (19.1 kg)**
**Note:** 3D image may not represent color or option selected.
Logos above include link, click to access.

| | | | |
|---|---|---|---|
| Qty | 3 | Type II Luminaire | **[DMS50-052]-90W80L524K-G3-LE3F-UNV-DMG-BKTX** |

**Description of Components:**

**Hood:** A die cast A360.1 aluminum dome complete with a cast-in technical ring with latch and hinge. The mechanism shall offer tool-free access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

**Housing:** In a round shape, this housing is made of cast 356 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 3/8-16 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments.

**Light Engine: LEDgine** composed of 5 main components: **Heat Sink / Lens / LED Module / Optical System / Driver** Electrical components are RoHS compliant.

**Heat Sink:** Heat Sink: Made of die cast A360 aluminum optimising the LEDs efficiency and life, complete with a cast in skirt and technical ring. Product does not use any cooling device with moving parts (only passive cooling device)

**Lens:** Made of soda-lime clear tempered flat glass lens, mechanically assembled and sealed onto the lower part of the heat sink.

**LED Module:** Composed of 80 high-performance white LEDs. Color temperature as per ANSI/NEMA bin Neutral White, 4000 Kelvin nominal (3985K +/- 275K or 3710K to 4260K), CRI 70 Min. 75 Typical.

**Optical System:** (LE3F), IES type III (asymmetrical). Composed of high-performance optical grade PMMA acrylic refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. Optical system is rated IP66. Performance shall be tested per LM-63, LM-79 and TM-15 (IESNA) certifying its photometric performance. Street side indicated.0% uplight and U0 per IESNA TM-15.

LCP59776-47848-542(SA)MA
03-21-2022 Page 1 / 5

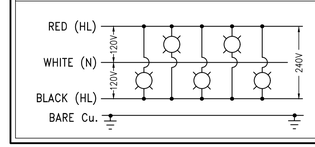
LUMEC

***NOTE: CONTRACTOR TO VERIFY ALL QUANTITIES AND SPECIFICATIONS PRIOR TO ORDERING.**

| HOUSE SIDE SHIELD | LUMINAIRE SCHEDULE | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | TYPE | | LUMINAIRE | DIST. | MTG. HT. | ARM | POLE HT. | COLOR | MATERIAL | QUANTITY |
| YES | "EE" | DECORATIVE LIGHT | 23W, LED, 120V | TYPE LE2F | 18'–6' | 2'–0" | 18'–0" | BLACK | ALUMINUM | 6 |
| YES | "FF" | DECORATIVE LIGHT | 23W, LED, 120V | TYPE LE3F | 18'–6' | 2'–0" | 18'–0" | BLACK | ALUMINUM | 12 |
| YES | "GG" | DECORATIVE LIGHT | 23W, LED, 120V | TYPE LE4F | 18'–6' | 2'–0" | 18'–0" | BLACK | ALUMINUM | 2 |
| NO | "II" | DECORATIVE LIGHT | 86W, LED, 120V | TYPE LE3F | 18'–6' | 2'–0" | 18'–0" | BLACK | ALUMINUM | 3 |
| YES | "P1A" | POST TOP LIGHT | 24W, 16LED, 120V | TYPE LE2F | 11'–0'± | – | 10'–6" | BLACK | ALUMINUM | 41 |
| NO | "P2A" | POST TOP LIGHT | 24W, 16LED, 120V | TYPE LE5F | 11'–0'± | – | 10'–6" | BLACK | ALUMINUM | 8 |

**NOTE:**
A PHOTOCELL OR TIME CLOCK SHALL ACTIVATE ALL EXTERIOR LIGHTS FED FROM BLDG PANELS.

## WIRING DIAGRAM – 120/240V




## LIGHTING CONTROL METHOD

- ___ PHOTOCELL IN EACH LIGHT FIXTURE
- ___ METER PEDESTAL INTERNAL PHOTOCELL
- ___ METER PEDESTAL TIME CLOCK
- ✓ BUILDING CONTROL PANEL

| | |
|---|---|
| PUBLIC/PRIVATE LIGHTING: | PRIVATE |
| PG&E RATE SCHEDULE: | BLDG PANEL |
| INSTALL IN JOINT TRENCH: | |
| INSTALL IN SEPARATE TRENCH: | ✓ |
| CITY PERMIT REQUIRED: | ✓ |

**CAUTION:**
CONTACT **U.S.A. (811)** (2) FULL WORKING DAYS PRIOR TO STARTING WORK IF EXISTING UTILITIES CONFLICT WITH POLE LOCATION, FIELD ADJUST TO CLEAR EXISTING UTILITIES A MINIMUM OF 3'–0".

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
811
CALL BEFORE YOU DIG

PROFESSIONAL ENGINEER — DAVID CROWFOOT — E11965 — EXP. 9/30/23 — ELECTRICAL — STATE OF CALIFORNIA

| REVISIONS | | | |
|---|---|---|---|
| SYMBOL | DATE | DESCRIPTION | APPROVED |
| | | | |

GIACALONE DESIGN SERVICES, INC.
5820 STONERIDGE MALL RD., #345 | PLEASANTON, CA 94588
925.487.1740 | WWW.GIACALONEDESIGN.COM

PRIVATE STREET LIGHTING TITLE SHEET

BROOKFIELD PROPERTIES
ROSEWOOD INTRACTS – NB

MORGAN HILL CALIFORNIA

| | |
|---|---|
| PROJECT MANAGER: | B. FULLINGTON |
| DRAWN BY: | CCP |
| CHECKED BY: | D. CROWFOOT (P.E.) |
| SCALE: | NOT TO SCALE |
| JOB NUMBER: | 21–275 |
| DATE LAST MODIFIED: | 04–11–22 |
| SHEET | PrSL1 |
| OF | 4 SHEETS |

**LUMEC** by Signify

Project name: Rosewood - DOS pedestrian assembly
City: Morgan Hill

Simplicity. Refinement. Elegance. All fused to create beauty through equilibrium. This delicate balance between volume and proportion can be achieved only with skill and inspiration. Echoing the past while offering contemporary lines, the Domus will illuminate present and future times.

> Created by : John Benson    March 24, 2022

Budget CN = $2,350 each assembly

Product Line : DOS-24W16LED4K-T-LE2F-120-HS-DBA-1A-R3-DSR3J-10.5-3/4X20-G-6 1/2-DEC-BKTX

P1 >1

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**Rosewood - Morgan Hill Lumec DOS** (4000K, 29 watts, type 2 w/ internal house side shield & type V)

LEDGINE 3D

**EPA: .64 sq ft / weight: 35 lb (15.9 kg)**
**Note:** 3D image may not represent color or option selected.
Logos above include link, click to access.

| | | | |
|---|---|---|---|
| | | Type P1A | |
| Qty | **41** | Luminaire | **DOS-24W16LED4K-T-LE2F-UNV-HS-BKTX** |
| | | Type P2A | |
| Qty | **8** | Luminaire | **DOS-24W16LED4K-T-LE5F-UNV-BKTX** |

**Description of Components:**

**Housing:** In a round shape, this housing is made of die cast A380 aluminum, c/w a watertight grommet, mechanically assembled to the bracket with four bolts 5/16-18 UNC. This suspension system permits for a full rotation of the luminaire in 90 degree increments.

**Access-Mechanism:** A die cast A360 aluminum technical ring with latch, hinge and a cast-in decorative skirt. The mechanism shall offer tool-free access to the inside of the luminaire. An embedded memory-retentive gasket shall ensure weatherproofing.

**Light Engine: LEDgine** composed of 5 main components: **Heat Sink / Lens / LED Module / Optical System / Driver** Electrical components are RoHS compliant.

**Heat Sink:** Made of cast aluminum optimising the LEDs efficiency and life. Product does not use any cooling device with moving parts (only passive cooling device).

**Lens:** Made of soda-lime tempered flat glass lens, mechanically assembled and sealed onto the lower part of the heat sink.

**LED Module:** LED type Philips Lumileds LUXEON T. Composed of 16 high-performance white LEDs. Color temperature as per ANSI/NEMA bin Neutral White, 4000 Kelvin nominal (3985K +/- 275K or 3710K to 4260K), CRI 70 Min. 75 Typical.

**Optical System:** (LE2F,LE5), IES type II,V . Composed of high-performance optical grade PMMA acrylic refractor lenses to achieve desired distribution optimized to get maximum spacing, target lumens and a superior lighting uniformity. Optical

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**LUMEC**

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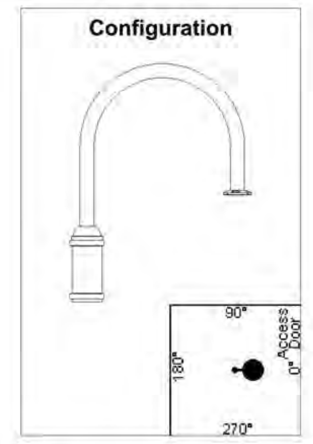
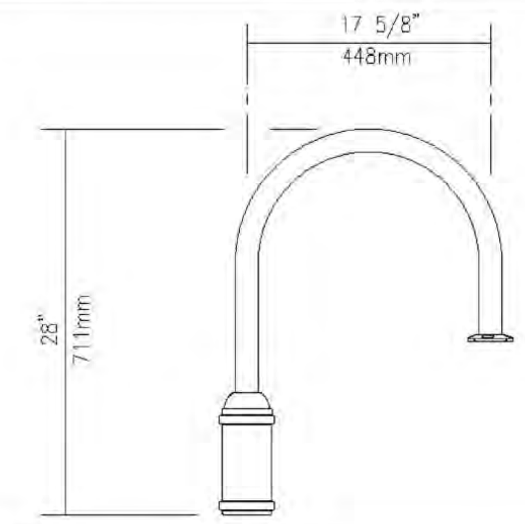
**Rosewood - Morgan Hill Lumec DBA-1A** arm assembly

**Configuration**




| | | | |
|---|---|---|---|
| | | Type P1A P2A | |
| Qty | **49** | Bracket | **DBA-1A-R3-BKTX** |

**Description of Components:**

**Arm:** Shall be made from bent aluminum tubing 6061-T6, 1 5/8" (41mm) outside diameter, welded.

**Adaptor:** Made of cast 356 aluminum. Slip-fits on a 3" (76mm) outside diameter x 6" (152mm) long tenon. Mechanically fastened by two sets of three set screws.

**Bracket Properties (Weight and EPA):** 3 lbs (1.4 kg), .53 ft²

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**LUMEC**

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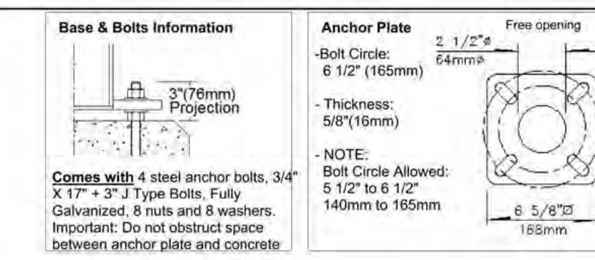
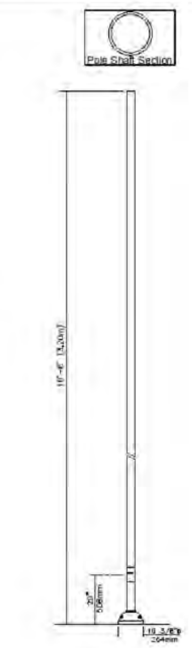
**Rosewood - Morgan Hill Lumec DSR3J 10.5' pole** ( resulting in 10' light center )




| | | | |
|---|---|---|---|
| | | Type P1A P2A | |
| Qty | **49** | Pole | **DSR3J-10.5-BKTX** |

**Description of Components:**

**Pole Shaft:** Shall be made from a 3" (76mm)high tensile carbon steel tubing, having a 0.180" (4.5mm) wall thickness, welded to both the bottom and top of the anchor plate.

**Maintenance Opening:** The pole shall have a 2" x 4 1/2" (51mm x 114mm) maintenance opening centered 20" (508mm) from the bottom of the anchor plate, complete with a weatherproof aluminum cover and a copper ground lug.

**Base Cover:** Two piece round base cover made from cast 356 aluminum, mechanically fastened with stainless steel screws.

**Note:** A tenon will be provided when the luminaire or bracket does not fit directly on pole shaft. Tenon not shown on the drawing.

**IMPORTANT:** Lumec strongly recommends the installation of the complete lighting assembly with all of its accessories upon the anchoring of the pole. This will ensure that the structural integrity of the product is maintained throughout its lifetime.

**Pole Weight:** 56 lbs (25.5 kg)

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**LUMEC**

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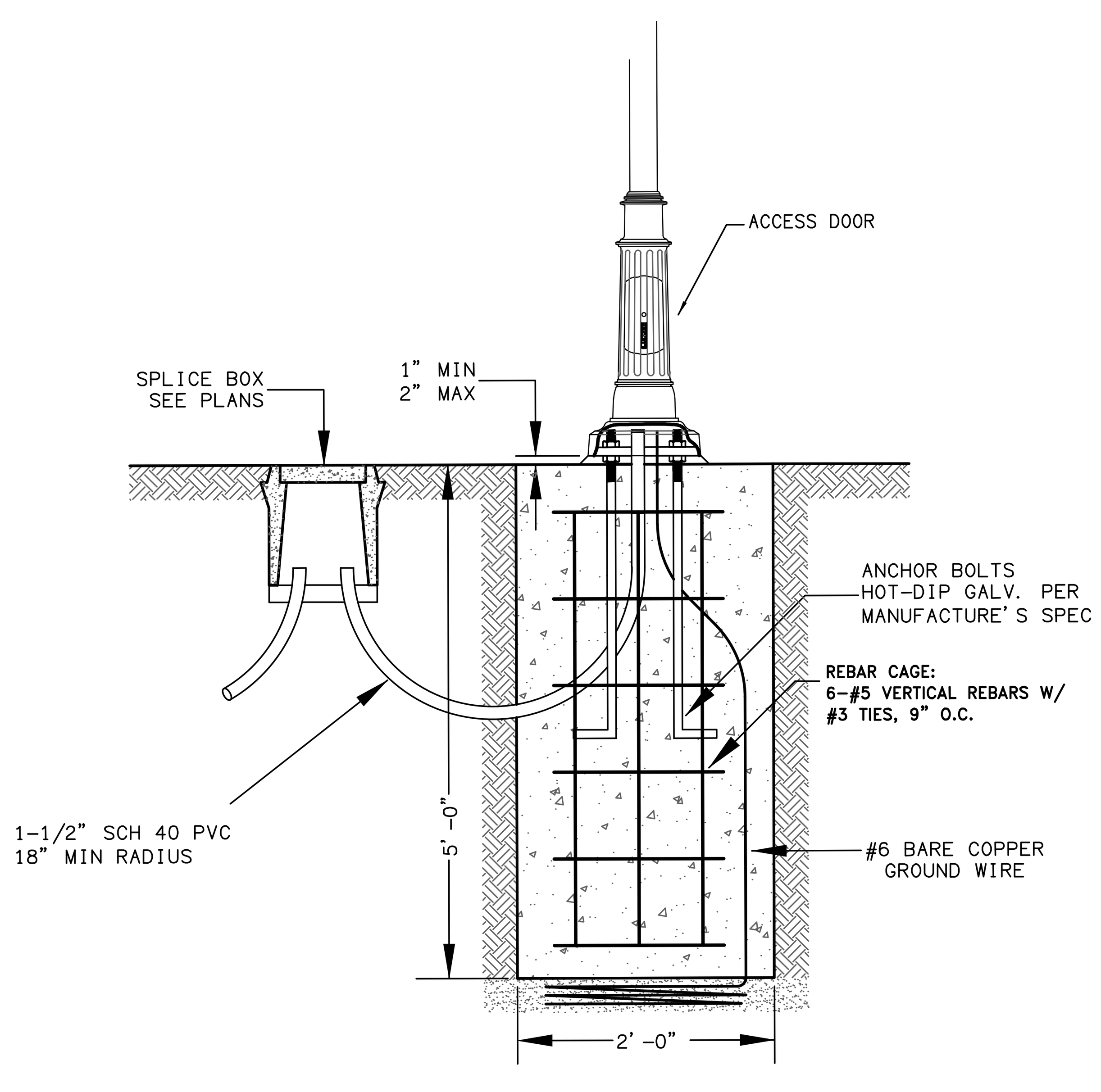
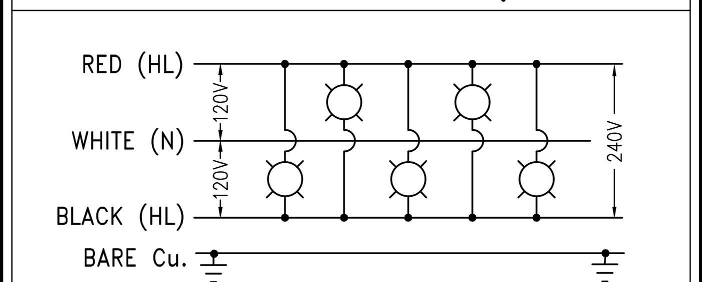



## ELECTROLIER FOUNDATION DETAIL
NOT TO SCALE

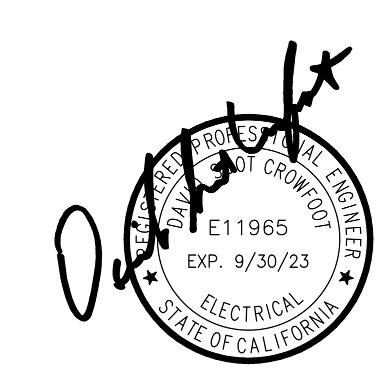
**NOTE:**
A PHOTOCELL OR TIME CLOCK SHALL ACTIVATE ALL EXTERIOR LIGHTS FED FROM BLDG PANELS.

### WIRING DIAGRAM – 120/240V




**CAUTION:**
CONTACT **U.S.A. (811)** (2) FULL WORKING DAYS PRIOR TO STARTING WORK IF EXISTING UTILITIES CONFLICT WITH POLE LOCATION, FIELD ADJUST TO CLEAR EXISTING UTILITIES A MINIMUM OF 3'-0".

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
811
CALL BEFORE YOU DIG




REVISIONS

| SYMBOL | DATE | DESCRIPTION | APPROVED |
|---|---|---|---|
| | | | |

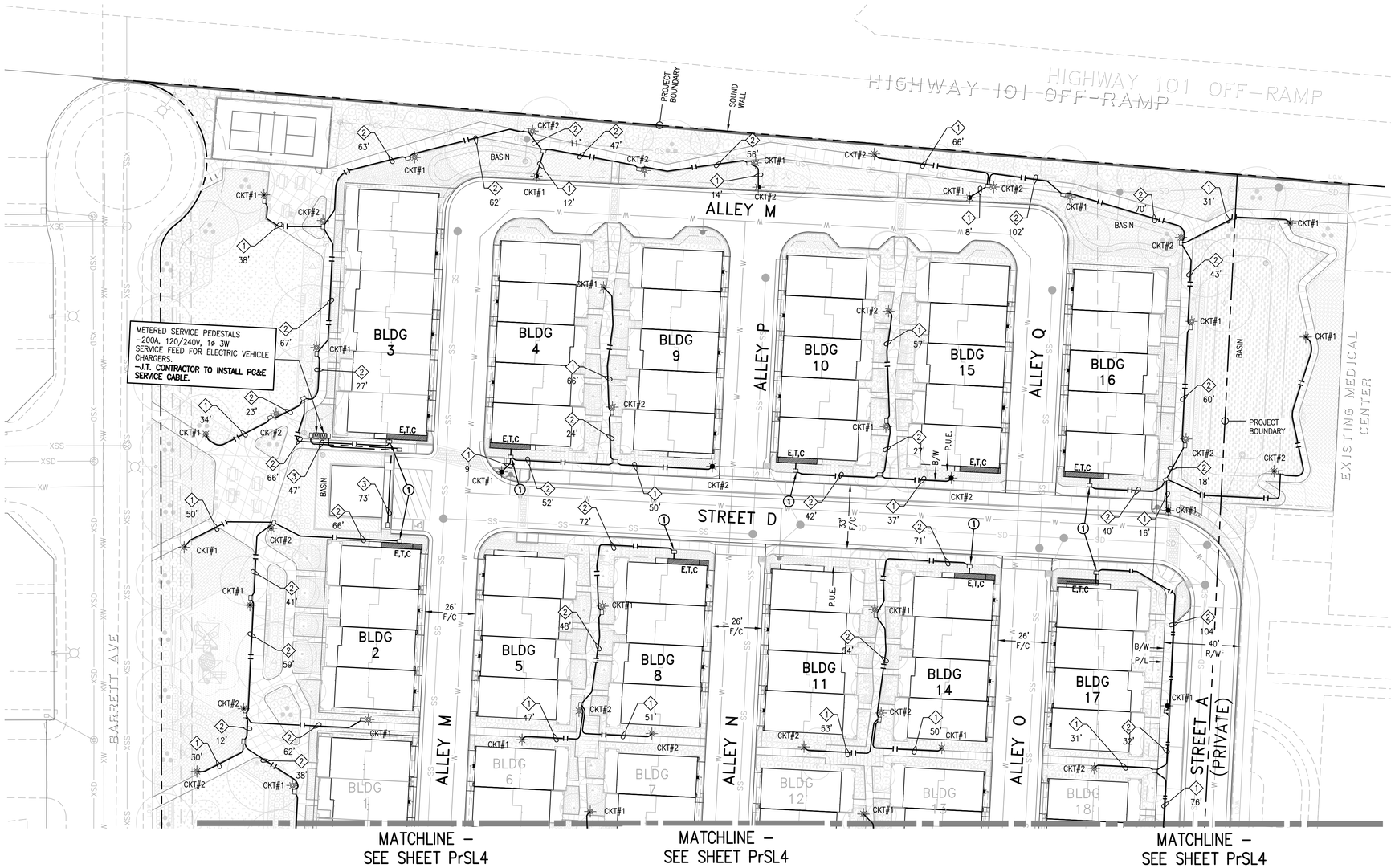
GIACALONE DESIGN SERVICES, INC.
5820 STONERIDGE MALL RD., #345 | PLEASANTON, CA 94588
925.467.1740 | WWW.GIACALONEDESIGN.COM

PRIVATE STREET LIGHTING DETAIL SHEET

BROOKFIELD PROPERTIES
ROSEWOOD INTRACTS – NB

MORGAN HILL CALIFORNIA

PROJECT MANAGER: B. FULLINGTON
DRAWN BY: CCP
CHECKED BY: D. CROWFOOT (P.E.)
SCALE: NOT TO SCALE
JOB NUMBER: 21-275
DATE LAST MODIFIED: 04-11-22
SHEET
**PrSL2**
OF 4 SHEETS




30 0 15 30 60

( IN FEET )
1 INCH = 30 FT.

## LEGEND

| | |
|---|---|
| | PROPOSED 1 1/2" SCH. 40 PVC CONDUIT |
| "EE" | PROPOSED DECORATIVE LIGHT (TYPE LE2F-HS) |
| "FF" | PROPOSED DECORATIVE LIGHT (TYPE LE3F-HS) |
| "GG" | PROPOSED DECORATIVE LIGHT (TYPE LE4F-HS) |
| "II" | PROPOSED DECORATIVE LIGHT (TYPE LE3F) |
| "P1A" | PROPOSED POST TOP STREET LIGHT (TYPE 3-HS) |
| "P2A" | PROPOSED POST TOP STREET LIGHT (TYPE 3) |
| | 9" ROUND SPLICE BOX (FLO-8) |
| | STREET LIGHT BOX (STATE TYPE 3 1/2) |
| | STREET LIGHT BOX (STATE TYPE 5) |
| | FIRE HYDRANT (BY OTHERS) |

## CONDUCTOR AND CONDUIT SCHEDULE

| AWG OR CABLE | | RUN NUMBER / NUMBER OF CONDUCTORS 1 | 2 | 3 | | | | |
|---|---|---|---|---|---|---|---|---|
| #4 | | | | | | | | |
| #6 | | | | 2 | | | | |
| | GND | | | | | | | |
| #8 | | 2 | 4 | | | | | |
| | GND | | | 1 | | | | |
| #10 | | | | | | | | |
| | GND | 1 | 1 | | | | | |
| #12 | | | | | | | | |
| | GND | | | | | | | |
| CONDUIT SIZE | | 1½" | 1½" | 1½" | | | | |

## SHEET NOTES:

1. BUILDING ELECTRICIAN TO STUB STREET LIGHT CONDUIT/CIRCUIT 5' OUTSIDE RESPECTIVE BUILDINGS FOR STREET LIGHT TIE-IN AND COMPLETE OPERATING SYSTEM.

**CAUTION:**
CONTACT U.S.A. (811) (2) FULL WORKING DAYS PRIOR TO STARTING WORK IF EXISTING UTILITIES CONFLICT WITH POLE LOCATION, FIELD ADJUST TO CLEAR EXISTING UTILITIES A MINIMUM OF 3'-0".

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
811
CALL BEFORE YOU DIG

DAVID A. CROWFOOT
E11965
EXP. 9/30/23
ELECTRICAL
STATE OF CALIFORNIA

| SYMBOL | DATE | REVISIONS DESCRIPTION | APPROVED |
|---|---|---|---|
| | | | |

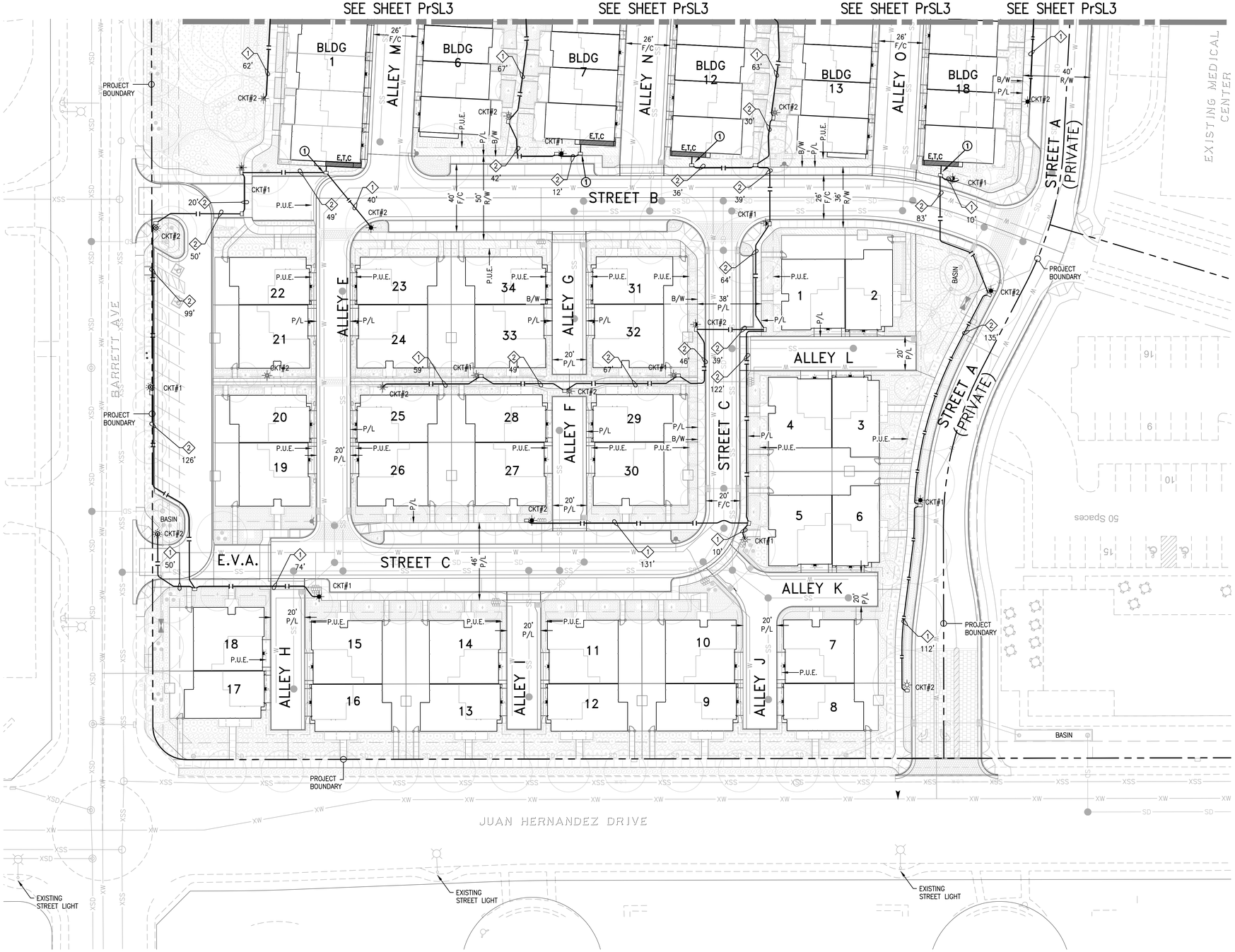
GIACALONE DESIGN SERVICES, INC.
5820 STONERIDGE MALL RD., #345 | PLEASANTON, CA 94588
925.467.1740 | WWW.GIACALONEDESIGN.COM

# PRIVATE STREET LIGHTING PLAN

BROOKFIELD PROPERTIES
ROSEWOOD INTRACTS - NB

MORGAN HILL CALIFORNIA

PROJECT MANAGER: B. FULLINGTON
DRAWN BY: CCP
CHECKED BY: D. CROWFOOT (P.E.)
SCALE: 1"=30'
JOB NUMBER: 21-275
DATE LAST MODIFIED: 04-11-22
SHEET PrSL3 OF 4 SHEETS




( IN FEET )
1 INCH = 30 FT.

## LEGEND

| | |
|---|---|
| | PROPOSED 1 1/2" SCH. 40 PVC CONDUIT |
| "EE" | PROPOSED DECORATIVE LIGHT (TYPE LE2F–HS) |
| "FF" | PROPOSED DECORATIVE LIGHT (TYPE LE3F–HS) |
| "GG" | PROPOSED DECORATIVE LIGHT (TYPE LE4F–HS) |
| "II" | PROPOSED DECORATIVE LIGHT (TYPE LE3F) |
| "P1A" | PROPOSED POST TOP STREET LIGHT (TYPE 3–HS) |
| "P2A" | PROPOSED POST TOP STREET LIGHT (TYPE 3) |
| | 9" ROUND SPLICE BOX (FLO–8) |
| | STREET LIGHT BOX (STATE TYPE 3 1/2) |
| | STREET LIGHT BOX (STATE TYPE 5) |
| | FIRE HYDRANT (BY OTHERS) |

## CONDUCTOR AND CONDUIT SCHEDULE

| AWG OR CABLE | | RUN NUMBER / NUMBER OF CONDUCTORS 1 | 2 | 3 | | | | |
|---|---|---|---|---|---|---|---|---|
| #4 | | | | | | | | |
| #6 | | | | 2 | | | | |
| | GND | | | | | | | |
| #8 | | 2 | 4 | | | | | |
| | GND | | | 1 | | | | |
| #10 | | | | | | | | |
| | GND | 1 | 1 | | | | | |
| #12 | | | | | | | | |
| | GND | | | | | | | |
| CONDUIT SIZE | | 1½" | 1½" | 1½" | | | | |

## SHEET NOTES:

① BUILDING ELECTRICIAN TO STUB STREET LIGHT CONDUIT/CIRCUIT 5' OUTSIDE RESPECTIVE BUILDINGS FOR STREET LIGHT TIE–IN AND COMPLETE OPERATING SYSTEM.

**CAUTION:**

CONTACT U.S.A. (811) (2) FULL WORKING DAYS PRIOR TO STARTING WORK IF EXISTING UTILITIES CONFLICT WITH POLE LOCATION, FIELD ADJUST TO CLEAR EXISTING UTILITIES A MINIMUM OF 3'–0".

TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE
811
CALL BEFORE YOU DIG

REGISTERED PROFESSIONAL ENGINEER
DAVID CROWFOOT
E11965
EXP. 9/30/23
ELECTRICAL
STATE OF CALIFORNIA

| SYMBOL | DATE | REVISIONS DESCRIPTION | APPROVED |
|---|---|---|---|
| | | | |

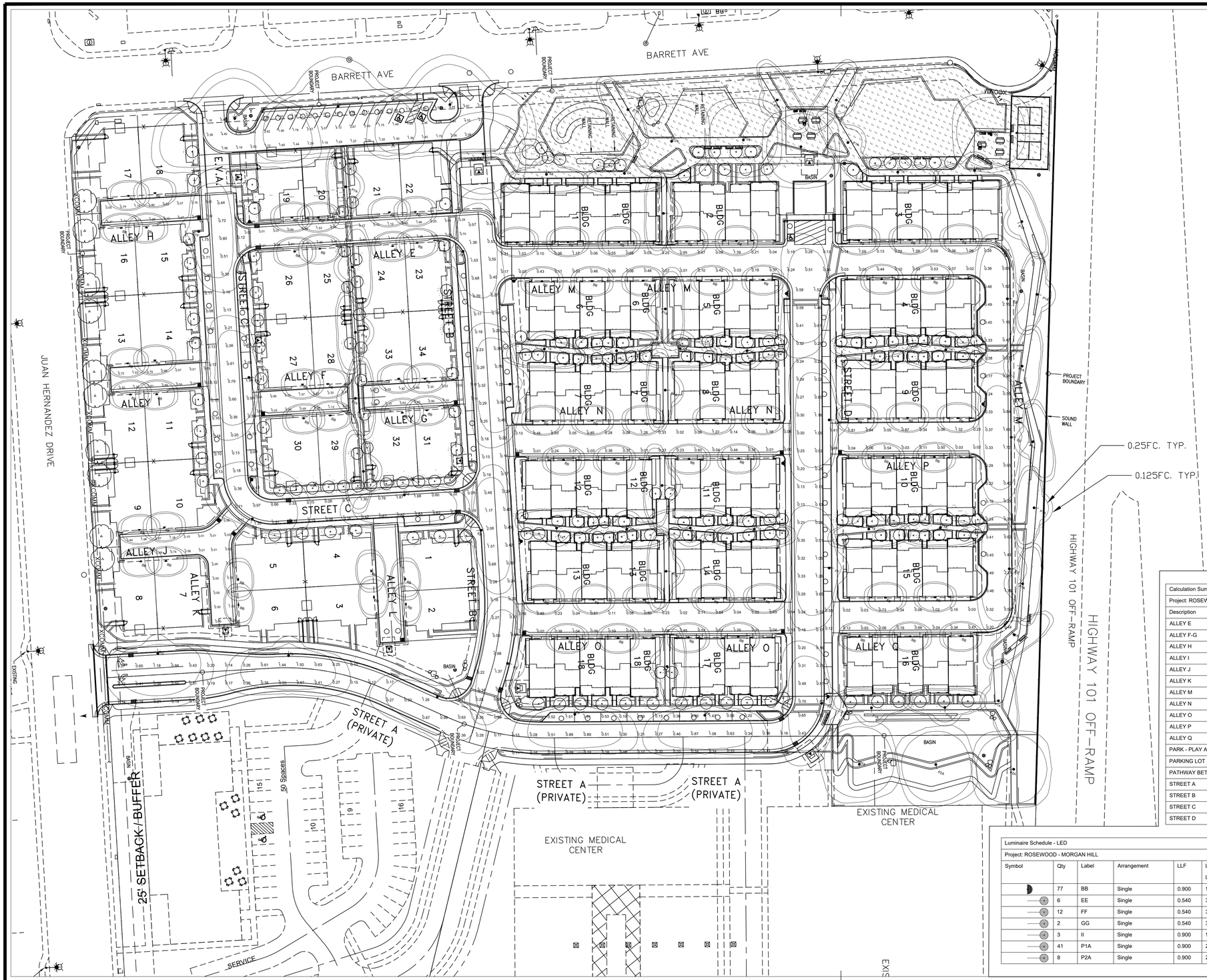
GIACALONE DESIGN SERVICES, INC.
5820 STONERIDGE MALL RD., #345 | PLEASANTON, CA 94588
925.467.1740 | WWW.GIACALONEDESIGN.COM

PRIVATE STREET LIGHTING PLAN

BROOKFIELD PROPERTIES
ROSEWOOD INTRACTS – NB

MORGAN HILL CALIFORNIA

PROJECT MANAGER: B. FULLINGTON
DRAWN BY: CCP
CHECKED BY: D. CROWFOOT (P.E.)
SCALE: 1"=30'
JOB NUMBER: 21–275
DATE LAST MODIFIED: 04–11–22
SHEET PrSL4 OF 4 SHEETS




| Calculation Summary | | | | | | | |
|---|---|---|---|---|---|---|---|
| Project: ROSEWOOD - MORGAN HILL | | | | | | | |
| Description | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
| ALLEY E | Illuminance | Fc | 0.56 | 1.95 | 0.01 | 56.00 | 195.00 |
| ALLEY F-G | Illuminance | Fc | 0.58 | 2.33 | 0.02 | 29.00 | 116.50 |
| ALLEY H | Illuminance | Fc | 0.60 | 1.74 | 0.05 | 12.00 | 34.80 |
| ALLEY I | Illuminance | Fc | 0.52 | 1.53 | 0.01 | 52.00 | 153.00 |
| ALLEY J | Illuminance | Fc | 0.64 | 1.96 | 0.01 | 64.00 | 196.00 |
| ALLEY K | Illuminance | Fc | 0.24 | 1.35 | 0.00 | N.A. | N.A. |
| ALLEY M | Illuminance | Fc | 0.48 | 2.21 | 0.01 | 48.00 | 221.00 |
| ALLEY N | Illuminance | Fc | 0.33 | 1.26 | 0.01 | 33.00 | 126.00 |
| ALLEY O | Illuminance | Fc | 0.34 | 1.26 | 0.02 | 17.00 | 63.00 |
| ALLEY P | Illuminance | Fc | 0.42 | 1.41 | 0.02 | 21.00 | 70.50 |
| ALLEY Q | Illuminance | Fc | 0.32 | 1.02 | 0.02 | 16.00 | 51.00 |
| PARK - PLAY AREA - PICKNIC AREA | Illuminance | Fc | 0.52 | 6.63 | 0.00 | N.A. | N.A. |
| PARKING LOT | Illuminance | Fc | 2.83 | 9.44 | 1.08 | 2.62 | 8.74 |
| PATHWAY BETWEEN BLDGS | Illuminance | Fc | 2.14 | 6.25 | 0.26 | 8.23 | 24.04 |
| STREET A | Illuminance | Fc | 0.44 | 1.52 | 0.09 | 4.89 | 16.89 |
| STREET B | Illuminance | Fc | 0.52 | 2.06 | 0.13 | 4.00 | 15.85 |
| STREET C | Illuminance | Fc | 0.45 | 1.96 | 0.08 | 5.63 | 24.50 |
| STREET D | Illuminance | Fc | 0.48 | 1.82 | 0.13 | 3.69 | 14.00 |

| Luminaire Schedule - LED | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Project: ROSEWOOD - MORGAN HILL | | | | | | | | |
| Symbol | Qty | Label | Arrangement | LLF | Luminaire Lumens | Luminaire Watts | Description | Filename |
| | 77 | BB | Single | 0.900 | 1053 | 13 | WILLIAMS VWMV-L10-740-EDD-INV-UNV @ 8' | VWMV-L10-740.IES |
| | 6 | EE | Single | 0.540 | 3926 | 37.0875 | LUMEC DMS50-35W32LED4K-G3-LE2F-HS @ 18' (REDUCED 40%) | DMS5x-35W32LED4K-G3-LE2F-HS .ies |
| | 12 | FF | Single | 0.540 | 3897 | 37.0875 | LUMEC DMS50-35W32LED4K-G3-LE3F-HS @ 18' (REDUCED 40%) | DMS5x-35W32LED4K-G3-LE3F-HS .ies |
| | 2 | GG | Single | 0.540 | 3933 | 37.0875 | LUMEC DMS50-35W32LED4K-G3-LE4F-HS @ 18' (REDUCED 40%) | DMS5x-35W32LED4K-G3-LE4F-HS .ies |
| | 3 | II | Single | 0.900 | 12724 | 85.8 | LUMEC DMS50-90W80LED4K-G3-LE3F @ 18' | DMS5x-90W80LED4K-G3-LE3F .ies |
| | 41 | P1A | Single | 0.900 | 2127 | 28.66 | DOS-24W16LED4K-T-LE2F-HS @ 10' | DOS-24W16LED4K-T-LE2F-HS.IES |
| | 8 | P2A | Single | 0.900 | 2329 | 28.6 | DOS-24W16LED4K-T-LE5F @ 10' | DOS-24W16LED4K-T-LE5F.IES |

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT GRADE

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS, FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS.

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.


Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC
7777 PARDEE LANE
P.O. BOX 2265
OAKLAND, CA 94621
PHONE: (510) 638-0158 - FAX (510) 638-2908


REPORT FOR: GIACALONE DESIGN SERVICES
BY: APPLICATIONS ENGINEERING; RAMON ZAPATA
SALES REPRESENTATIVE: ALR; JOHN BENSON

AGI32 VERSION 20.1
AGI (C) 2021 LIGHTING ANALYSTS, INC.
10268 W. CENTENNIAL ROAD, SUITE 202
LITTLETON, CO 80127

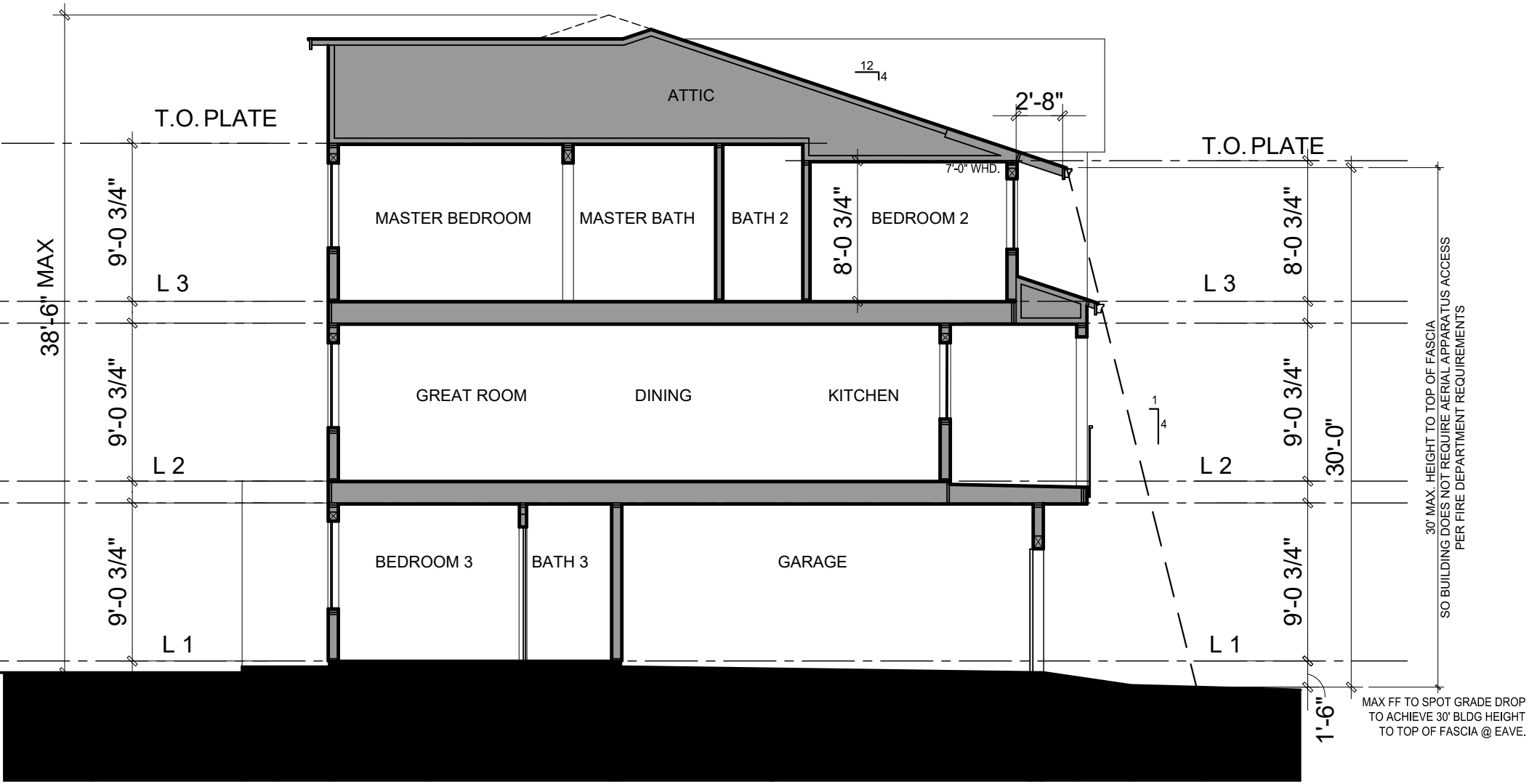
www.agi32.com

PROJECT DESCRIPTION

ROSEWOOD
CITY OF MORGAN HILL

DRAWING NO. / INPUT FILE
19577BEN-R8.DWG / 19577BEN-R8.A32

| SCALE | SHEET | DATE | REV |
|---|---|---|---|
| 1" = 40' | 1 OF 1 | 03.29.2022 | 8 |




# SAMPLE BUILDING SECTION
# 3-STORY TOWNHOUSE

ktgy
**Architecture + Planning**
888.456.5849
ktgy.com

BROOKFIELD RESIDENTIAL

## LILLIAN COMMONS

MORGAN HILL, CA # 2020-0912

Initial Study

# Lillian Commons Medical Campus

Prepared by the

CITY OF MORGAN HILL

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

June 2020

CITY OF MORGAN HILL

**COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION**

**17575 Peak Avenue Morgan Hill CA 95037 (408) 779-7247 Fax (408) 779-7236**
**Website Address: www.morgan-hill.ca.gov**

# DRAFT
# MITIGATED NEGATIVE DECLARATION

## I. DESCRIPTION OF PROJECT:

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

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

**Project Title:** Lillian Commons Medical Campus Project

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

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

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

## II. DETERMINATION

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

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

## III. CONDITIONS (Mitigation and Standard Conditions):

A. Air Quality

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

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

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

**Mitigation Measures**:

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

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

B. Biological Resources

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

**Mitigation Measures:**

**MM BIO-1.1:** Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.

**MM BIO-1.2:** If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit.

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

**Mitigation Measures:**

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

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

C. Cultural Resources

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

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

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

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

D. Geology and Soils

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

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

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

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

E. Greenhouse Gas Emissions

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

**Mitigation Measures:**

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

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

F. Hydrology and Water Quality

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

The following BMPs shall be implemented during project construction:

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

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

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

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

G. Noise

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

**Mitigation Measures**:

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

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

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

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

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

H. Transportation

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

**Mitigation Measures:**

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

## III. FINDING

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

Jennifer Carman, Director
Development Services Department
City of Morgan Hill

6-24-2020
Date

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**Appendix A: Air Quality Report**

**Appendix B: Biological Analysis**

**Appendix C: Geologic Impact Analysis**

**Appendix D: Noise Report**

**Appendix E: Transportation Report**

# SECTION 1.0 INTRODUCTION AND PURPOSE

## 1.1 PURPOSE OF THE INITIAL STUDY

The City of Morgan Hill, as the Lead Agency, has prepared this Initial Study for the Lillian Commons/Morgan Hill Medical Campus Mixed Use Development project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City Morgan Hill, California.

The project proposal includes a request for a General Plan Amendment (GPA), Zoning Amendment, Planned Development Master Plan, and Tentative Parcel Map. Development of the site would include construction of the following: a 4,500 square foot urgent care facility; a 10,000 square foot medical building; a 100,000 square foot medical office/hospital with 55 beds; a three-story parking garage with 500 spaces; a 10,000 square foot commercial retail/restaurant building; and a maximum 200-unit multifamily residential development. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

## 1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

Adam Paszkowski
Principal Planner
City of Morgan Hill
Development Services Department
17575 Peak Avenue
Morgan Hill CA 95037
adam.paszowski@morganhillca.gov

## 1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, the City of Morgan Hill will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

## 1.4 NOTICE OF DETERMINATION

If the project is approved, the City of Morgan Hill will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

# SECTION 2.0 PROJECT INFORMATION

## 2.1 PROJECT TITLE

Lillian Commons/Morgan Hill Medical Campus Mixed Use Development

## 2.2 LEAD AGENCY CONTACT

Adam Paszkowski
Principal Planner
City of Morgan Hill
Development Services Department
17575 Peak Avenue
Morgan Hill CA 95037

## 2.3 PROJECT APPLICANT

Lillian Commons, LLC
782 Sleeper Avenue
Mountain View, CA 94040

## 2.4 PROJECT LOCATION

The project site is located on a 19.67-acre site at the southeast corner of Juan Hernandez Drive and Barrett Avenue in Morgan Hill.

## 2.5 ASSESSOR'S PARCEL NUMBER

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

## 2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan: Commercial
Zoning: Service Commercial

## 2.7 HABITAT PLAN DESIGNATION

Land Cover: Grain, Row-crop, Hay and Pasture, Disked / Short Term Fallowed (17 acres)
Urban-Suburban (2.42 acres)

## 2.8 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- General Plan Amendment
- Zoning Amendment
- Planned Development Master Plan
- Tentative Parcel Map

# SECTION 3.0 PROJECT DESCRIPTION

## 3.1 EXISTING CONDITIONS

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

With the exception of the two medical buildings and associated parking lot, the project site is largely undeveloped and is predominantly covered by grassland with trees located on the northern portion of the site and along the west property line near the existing medical office building. The site is bounded by Barrett Avenue, Barrett Elementary School and residential uses to the north, the U.S. Highway 101/Tennant Avenue southbound off-ramp to the east, vacant land to the south, and residential development to the west. Vehicular access to the site is provided by an existing driveway to Juan Hernandez Drive. Regional, vicinity, and aerial maps of the project site are shown in Figure 3.2-2, and Figure 3.2-3.

## 3.2 PROPOSED DEVELOPMENT

The proposed project includes a request for a General Plan Amendment (GPA), Zoning Amendment, Planned Development Master Plan, and Tentative Parcel Map.

The proposed development would include a 4,500 square foot urgent care facility[1], a 10,000 square foot medical building, a 100,000 square foot medical office/hospital with 55 beds, a three-story parking garage with 500 spaces, a 10,000 square foot commercial retail/restaurant building, and a maximum 200-unit multi-family residential development.

The hospital would not be an emergency type hospital, it would provide general healthcare services and would not require a frequent use of ambulances nor does it propose a helicopter pad.

The project would have up to three backup diesel generators[2] in the event of a power outage.

Figure 3.2-4 shows a site plan of the proposed development.

### 3.2.1 General Plan Amendment

The GPA requests a General Plan (GP) Land Use designation change from Commercial to Mixed-Use Flex to accommodate the proposed residential portion of the project.

[1] The 4,500 square foot urgent care facility would be constructed on a portion of the existing parking lot. A portion of the parking lot would be demolished as part of the project.
[2] The final locations and whether the project would install one or three generators have not yet been determined; therefore, a conservative analysis of three potential locations and sizes were evaluated, refer to Appendices A and D. The three generators could have approximate sizes of 100 kilowatts (134 horsepower), 150 kilowatts (201 horsepower), and 1,000 kilowatts (1,341 horsepower).

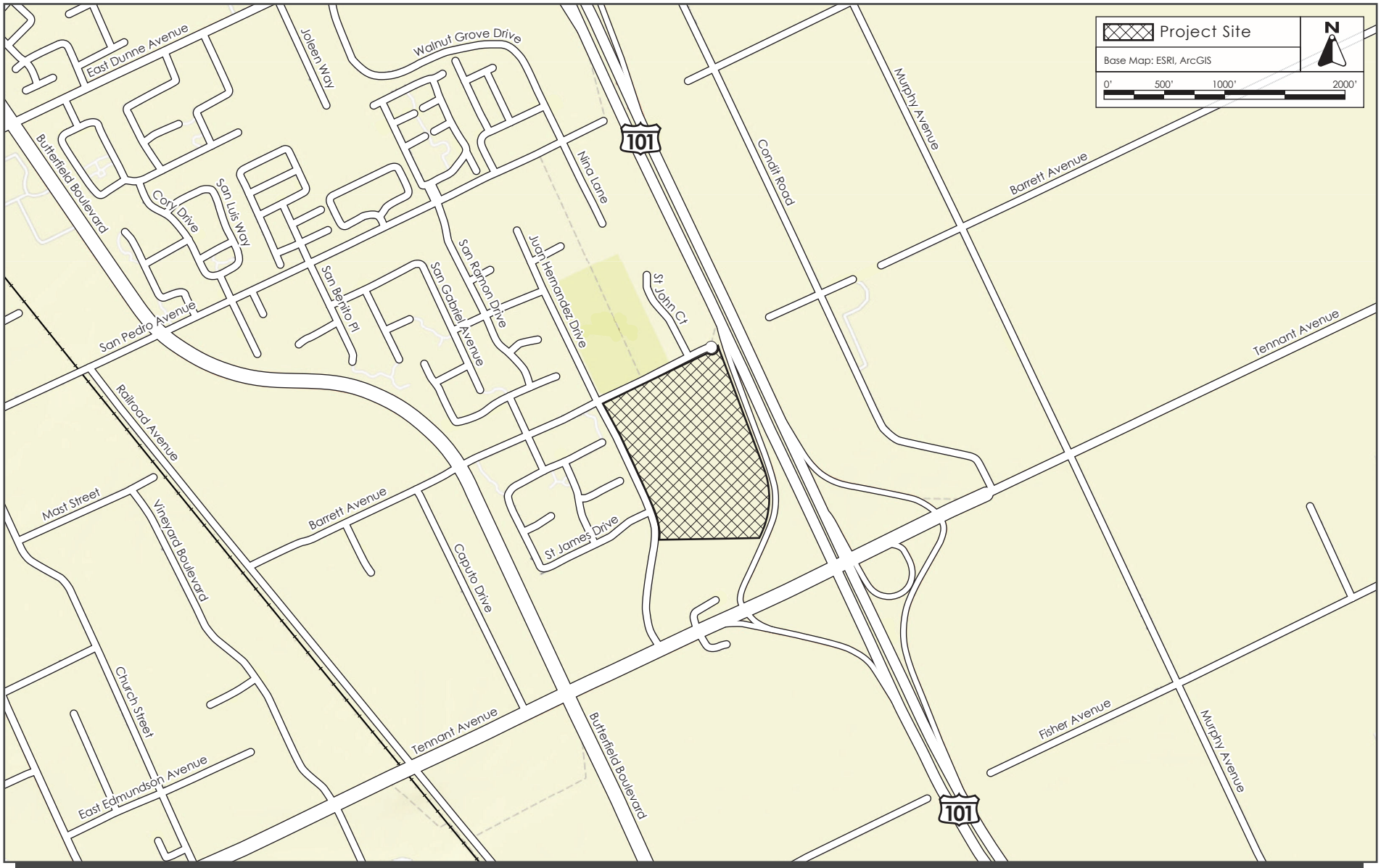
The project site is currently designated as Commercial, which allows for a wide range of retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as part of shopping centers. The Commercial designation allows for a maximum floor area ratio (FAR) of 0.6.

The Mixed-Use Flex designation allows for a mix of residential, commercial, and office uses applied either vertically or horizontally. The Mixed-Use Flex designation allows seven to 24 units per acre and a maximum FAR of 0.5.

### 3.2.2 Zoning Amendment

The Zoning Amendment requests to amend the zoning district from Service Commercial and Planned Development to Mixed-Use Flex with a Planned Development Combining District which provides land owners with enhanced flexibility to take advantage of unique site characteristics and develop projects that will provide public benefits to the community. A Planned Development Master Plan is required.

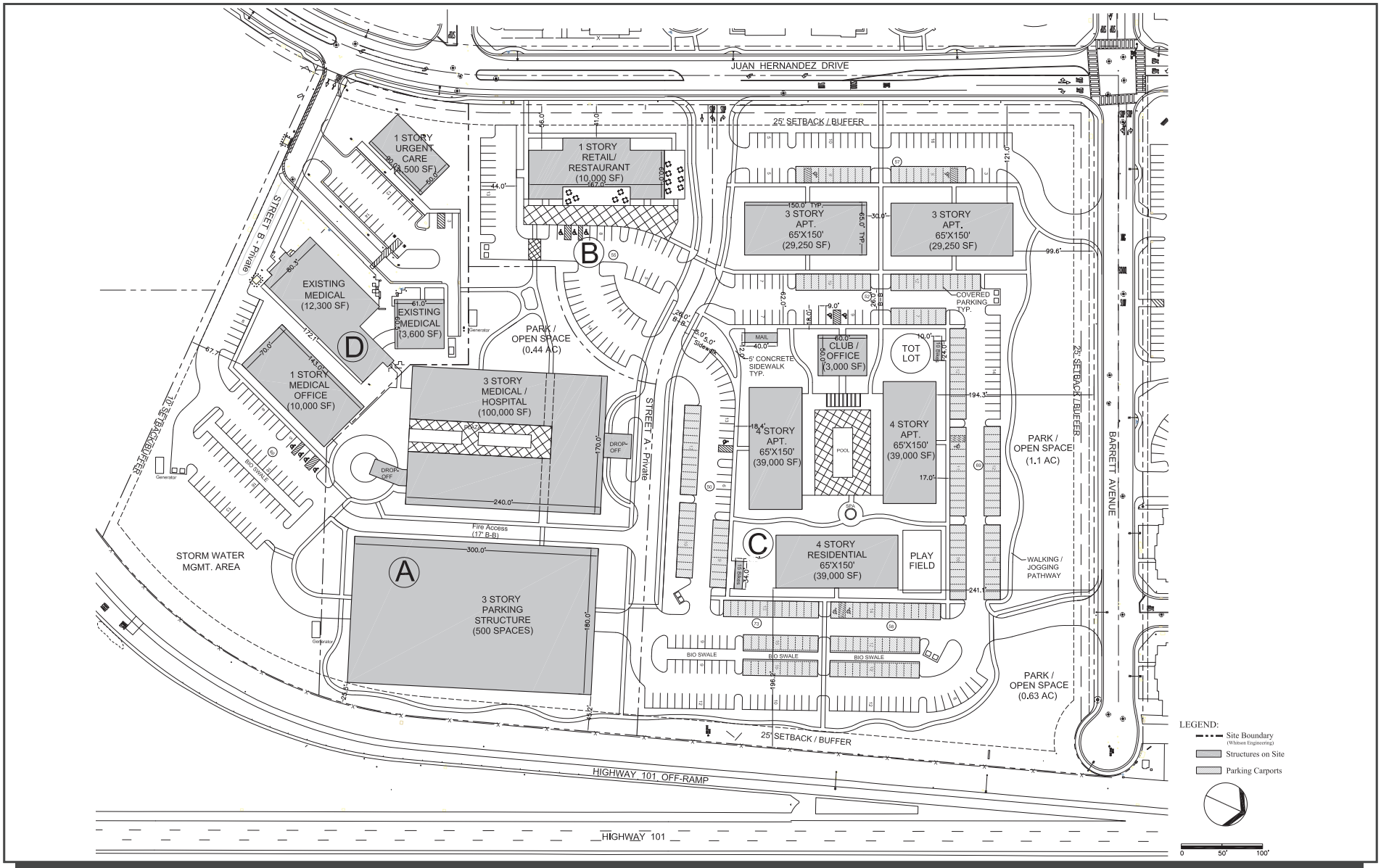
REGIONAL MAP | FIGURE 3.2-1




VICINITY MAP

FIGURE 3.2-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 3.2-3




SITE PLAN

FIGURE 3.2-4

## 3.3 PROJECT COMPONENTS

### 3.3.1 Tentative Parcel Map

The project proposes to subdivide the project site into four parcels (identified as A, B, C and D). The proposed tentative parcel map is shown in Figure 3.3-1.

### 3.3.2 Building Heights

The four-story hospital building would have a maximum height of 55 feet. The three-story parking structure would be at a maximum height of 32 feet. The retail/restaurant building would reach a maximum height of 25 feet. The three-story multi-family buildings would have a maximum height of 35 feet. The four-story multi-family buildings would reach a maximum height of 45 feet. The club house would have a maximum height of approximately 25 feet.

### 3.3.3 Site Access, Circulation, and Parking

Vehicle access to the project site would be provided by four driveways. The existing driveway to the medical office would be retained and extended to provide secondary access to the medical/hospital facility and cancer center. An additional private driveway would be added to provide primary access through the center of the site. The project proposes two additional driveways to Barrett Avenue that would be limited to emergency vehicle access only. Sidewalks would be extended into the property from the existing sidewalks along Juan Hernandez Drive and Barrett Avenue.

### 3.3.4 Open Space and Recreation

The project would provide approximately 125,000 square feet of open space, passive park, and recreation areas. There would be 19,000 square feet of park/open space located next to the four-story hospital. North of the proposed four-story multifamily buildings, approximately 100,000 square feet of land would be park/open space. A walking/jogging pathway would be constructed throughout the entire site. Additionally, the multifamily component of the project would include a play field, tot lot, and swimming pool.

### 3.3.5 Landscaping and Trees

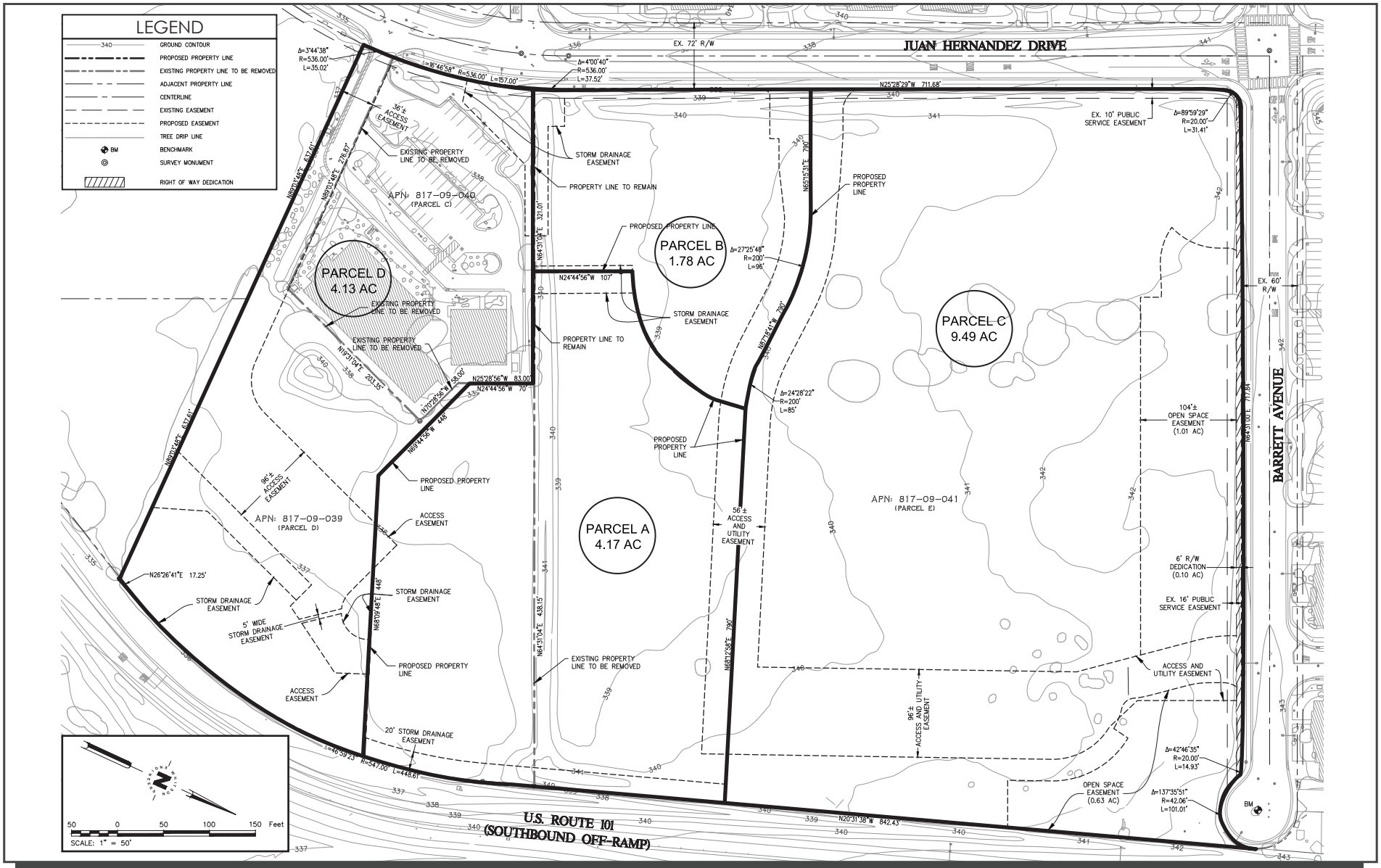
The project would remove all 16 trees currently on-site. A variety of trees and shrubs would be planted throughout the parking lots, around building perimeters, and along sidewalks.

### 3.3.6 Storm Drainage

The proposed project would include bioswales disbursed throughout the development, including a 25-foot landscape buffer along the east property line and a stormwater management area located in the southeast corner of the property, as shown in Figure 3.2-4.

### 3.3.7 Construction and Phasing

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




TENTATIVE PARCEL MAP

FIGURE 3.3-1

# SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

| | | | |
|---|---|---|---|
| 4.1 | Aesthetics | 4.12 | Mineral Resources |
| 4.2 | Agriculture and Forestry Resources | 4.13 | Noise |
| 4.3 | Air Quality | 4.14 | Population and Housing |
| 4.4 | Biological Resources | 4.15 | Public Services |
| 4.5 | Cultural Resources | 4.16 | Recreation |
| 4.6 | Energy | 4.17 | Transportation |
| 4.7 | Geology and Soils | 4.18 | Tribal Cultural Resources |
| 4.8 | Greenhouse Gas Emissions | 4.19 | Utilities and Service Systems |
| 4.9 | Hazards and Hazardous Materials | 4.20 | Wildfire |
| 4.10 | Hydrology and Water Quality | 4.21 | Mandatory Findings of Significance |
| 4.11 | Land Use and Planning | | |

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

## 4.1 AESTHETICS

### 4.1.1 Environmental Setting

#### 4.1.1.1 *Regulatory Framework*

**State**

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highway Code, Sections 260 through 263. There are no state-designated scenic highways in Morgan Hill. In Santa Clara County, the one state-designated scenic highway is State Route (SR) 9 from the Santa Cruz County line to the Los Gatos City Limit.

**Local**

Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to avoid significant impacts due to aesthetic and visual impacts.[3] The following goal and policies are applicable to the proposed project:

*Goal CNF-8:* *A visually attractive urban environment.*

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

*Policy CNF-8.2:* **Design Features.** Encourage design features and amenities in new development and redevelopment, including but not limited to:

- Highly connected street layouts, supporting multiple paths of travel for all modes.
- Cluster buildings to create useable open space.
- Abundant landscaping.
- Attractive transitions between uses.
- Comfortable pedestrian facilities that promote a high level of pedestrian activity.
- Distinctiveness and variety in architectural design.

*Policy CNF-8.3:* **Changes in Building Scale.** Discourage abrupt changes in building scale. A gradual transition between low-rise to mid-rise buildings should be achieved by using the low-rise buildings at the edge of the project site. Consider the

[3] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

relationship of buildings to the street, to one another and to adjacent structures and land uses.

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

#### 4.1.1.2 *Existing Conditions*

The 19.76-acre project site is located along the west side of U.S. Highway 101 in southern Morgan Hill. The site is a patchwork of developed and undeveloped parcels. The project site is flat and mostly covered with non-native grasses with several trees located on the northern portion of the site and along the west property line near the existing single-story medical office buildings. The medical office buildings are flat-roofed grey buildings, modern in design, with clearstories and yellow roof accents.

Due to the flat topography of the project site and surrounding area, views of the project site are limited to the immediate area. The project site is not located within a designated scenic view corridor or visible from a designated scenic highway.

Views of the project site are shown in Photos 1 through 4.

#### 4.1.1.3 *Surrounding Visual Character*

The project site is surrounded by developed and undeveloped parcels. The parcel directly adjacent to the south of the project site is flat, undeveloped, and covered with grasses. There are two-story attached single-family stucco residences located west of the project site on Juan Hernandez Drive. To the north and northeast of the site, across Barrett Avenue, there are additional two-story attached single-family stucco residences, as well as a public elementary school. The elementary school includes several one-story classroom and administration buildings, a tall gymnasium building, a student drop-off area, several surface parking lots, and large open play areas. The gymnasium building, surface parking lots, and student drop-off area face the project site on Barrett Avenue. The U.S. Highway 101/Tennant Avenue southbound off-ramp is located to the east of the project site. Sidewalks and streetlights are located along the project site's Juan Hernandez Drive and Barrett Avenue frontages. Views of the surrounding sites are shown in Photos 5 through 8.

**Photo 1:** View of the existing medical offices on the project site.

**Photo 2:** View of the existing parking lot facing south.

PHOTOS 1 & 2

**Photo 3:** View of the project site and adjacent residences, facing northwest.

**Photo 4:** View of the project site and mountains, facing northeast.

PHOTOS 3 & 4

**Photo 5:** View of the adjacent undeveloped parcel of land, facing south.

**Photo 6:** View of the residences located across Juan Hernandez Drive, facing west.

PHOTOS 5 & 6

**Photo 7:** View of Barrett Elementary School, facing northwest.

**Photo 8:** View of U.S. Highway 101 and mountains, facing east.

PHOTOS 7 & 8

### 4.1.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Except as provided in Public Resources Code Section 21099, would the project: | | | | |
| 1) Have a substantial adverse effect on a scenic vista? | ☐ | ☐ | ☒ | ☐ |
| 2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | ☐ | ☐ | ☒ | ☐ |
| 3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? [4] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ☒ | ☐ |
| 4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | ☐ | ☐ | ☒ | ☐ |

**Impact AES-1:** The project would not have a substantial adverse effect on a scenic vista. **(Less than Significant Impact)**

There are no scenic corridors, highways, or vistas in Morgan Hill that are designated by the state or the City. However, there are a few vistas within Morgan Hill that could be considered scenic. The City of Morgan Hill General Plan EIR identified El Toro as one of the most prominent visual landmarks in the City. El Toro is located to the west and is visible from U.S. Highway 101, along Monterey Road, and along Cochrane Avenue, Main Avenue, Dunne Avenue, and Tennant Avenue. Broader views of the Diablo Range to the east and the Santa Cruz Mountains to the west are visible from U.S. Highway 101 and from many points within the City.

Views of mountains are visible to the northeast and south from the residences west of the project site. These views would be partially obstructed by the new developments, since portions of the proposed project would be taller than the surrounding buildings. However, mountains would be intermittently visible between buildings. Thus, the proposed project would not have a substantial adverse effect on a scenic vista. **(Less than Significant Impact)**

[4] Public views are those that are experienced from publicly accessible vantage points.

| | |
|---|---|
| **Impact AES-2:** | The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(Less than Significant Impact)** |

There are no rock outcroppings at the project site. The project site is not located within or adjacent to a state-designated scenic highway. The nearest state-designated scenic highway is 26.5 miles northwest of the site. The proposed project would not impact historic buildings within a scenic highway. However, trees are considered visual resources since they contribute to aesthetic interest and character. The proposed project would remove trees including coast live oak, Monterey pine, and Peruvian pepper. The project would offset the aesthetic effects of tree removal by replacing trees in accordance with the City's requirements and implementing a landscape plan (refer to Section 4.4 Biological Resources). For these reasons, the project would not result in substantial damage to scenic resources. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact AES-3:** | The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)** |

The proposed project would construct three- and four-story multi-family residential buildings, a four-story medical/hospital building, three-story parking structure, one-story urgent care, and one-story retail/restaurant building. The proposed buildings would have a modern and geometric aesthetic, using warm wood, grey stone, and light stucco. The proposed project would have a maximum building height of 55 feet, including any rooftop equipment. Landscaping, including trees and shrubs, would be planted throughout the site. The project would provide approximately 125,000 square feet of open space, passive park, and recreation areas that include a walking/jogging path, and pool.

As mentioned in Impact AES-1, potentially scenic views of mountains are available from residences on Tennant Avenue and Barrett Avenue. These views would be partially obstructed by the new developments, since portions of the proposed project would be taller than the surrounding buildings. The proposed project would comply with the Morgan Hill 2035 General Plan policies described in Section 4.1.1.1 by clustering buildings to create useable open space, providing abundant landscaping, and supplying pedestrian facilities that promote a high level of pedestrian activity.

While development under the proposed project would change the existing visual character of the site, the proposed project would not constitute a significant adverse change to the aesthetic environment. All development would be subject to review and approval by the City of Morgan Hill Design Permit process to ensure the development meets local design and aesthetic standards. Architecture and landscape plans would be subject to review and approval by the City of Morgan Hill Development Services Director to ensure compatibility with the surrounding built environment. **(Less Than Significant Impact)**

| | |
|---|---|
| **Impact AES-4:** | The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)** |

The proposed project would incrementally increase light and glare in the project area, due to the proposed new reflective surfaces and outdoor lighting. Building design, glazing materials, and outdoor lighting would be subject to review by the City of Morgan Hill Design Permit process for conformance with City standards. Additionally, lighting and signage plans would comply with the City of Morgan Hill Municipal Code. For these reasons, development on the site under the proposed project would not result in a new source of substantial light or glare that would affect day or nighttime views in the area. **(Less Than Significant Impact)**

## 4.2 AGRICULTURE AND FORESTRY RESOURCES

### 4.2.1 Environmental Setting

#### 4.2.1.1 *Regulatory Framework*

**State**

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[5]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[6]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[7] Programs such as CAL FIRE's Fire and Resource Assessment Program are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[8]

#### 4.2.1.2 *Existing Conditions*

The 19.76-acre project site is comprised of three parcels in a suburban setting. The project site is largely undeveloped and is predominantly covered by grassland with trees scattered throughout the site. There are two existing medical office buildings and associated surface parking located in the southwest corner of the project site.

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[5] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed February 6, 2020. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[6] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.
[7] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[8] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed February 6, 2020. http://frap.fire.ca.gov/.

The project site is not used for agricultural purposes and is not the subject of a Williamson Act contract.[9] No land adjacent to the project site is used for agricultural production. The City of Morgan Hill General Plan Land Use Diagram designates the project site as Commercial, and the Zoning Map designates the project site as Service Commercial/Planned Development. The land on and adjacent to the site is not forest land and is not zoned for timberland production.

According to the Santa Clara County Important Farmland 2016 Map, the project site consists of "Urban and Built-Up Land" and "Other Land" and does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

### 4.2.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | ☐ | ☐ | ☐ | ☒ |
| 2) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | ☐ | ☐ | ☐ | ☒ |
| 3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | ☐ | ☐ | ☐ | ☒ |
| 4) Result in a loss of forest land or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |
| 5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

[9] City of Morgan Hill. *Morgan Hill 2035 DEIR*. *Figure 4.2-2: Williamson Act Contracts*. January 2016.

| | |
|---|---|
| **Impact AG-1:** | The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)** |

The project site is designated by the California Resources Agency Farmland Mapping and Monitoring Program as "Urban and Built-Up Land" and "Other Land", and therefore, would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance to a non-agricultural use. **(No Impact)**

| | |
|---|---|
| **Impact AG-2:** | The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)** |

The project site is not zoned for agricultural use, nor is it subject to the Williamson Act contract. The project would, therefore, not conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

| | |
|---|---|
| **Impact AG-3:** | The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)** |

The project site is not zoned for forest land or timberland. For this reason, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

| | |
|---|---|
| **Impact AG-4:** | The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)** |

The project site is not designated as forest land. For this reason, the project would not result in the loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

| | |
|---|---|
| **Impact AG-5:** | The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)** |

The project site is not designated agricultural or forest land and is located within a light industrial area with no agricultural or forestry land nearby. As a result, implementation of the proposed project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses. **(No Impact)**

## 4.3 AIR QUALITY

The following discussion is based in part on an Air Quality Analysis completed by Illingworth & Rodkin, Inc. on May 5, 2020. The report is included in Appendix A of this IS.

### 4.3.1 Environmental Setting

#### 4.3.1.1 *Background Information*

**Criteria Pollutants**

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone ($O_3$), nitrogen oxides ($NO_x$), particulate matter (PM), carbon monoxide (CO), sulfur oxides ($SO_x$), and lead.[10] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

**Table 4.3-1: Health Effects of Air Pollutants**

| Pollutants | Sources | Primary Effects |
|---|---|---|
| $O_3$ | Atmospheric reaction of organic gases with nitrogen oxides in sunlight | • Aggravation of respiratory and cardiovascular diseases<br>• Irritation of eyes<br>• Cardiopulmonary function impairment |
| Nitrogen Dioxide ($NO_2$) | Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions | • Aggravation of respiratory illness<br>• Reduced visibility |
| Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter ($PM_{10}$) | Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions | • Reduced lung function, especially in children<br>• Aggravation of respiratory and cardiorespiratory diseases<br>• Increased cough and chest discomfort<br>• Reduced visibility |
| Toxic Air Contaminants (TACs) | Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products | • Cancer<br>• Chronic eye, lung, or skin irritation<br>• Neurological and reproductive disorders |

High $O_3$ levels are caused by the cumulative emissions of reactive organic gases (ROG) and $NO_x$. These precursor pollutants react under certain meteorological conditions to form high $O_3$ levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area Air Quality

[10] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

Management District's attempts to reduce $O_3$ levels. The highest $O_3$ levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less ($PM_{10}$) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of $PM_{10}$ and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

**Toxic Air Contaminants**

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[11] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

**Sensitive Receptors**

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

#### 4.3.1.2 *Regulatory Framework*

**Federal and State**

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, $O_3$, CO, $SO_x$, $NO_x$, and lead.

[11] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed February 20, 2020. https://www.arb.ca.gov/research/diesel/diesel-health.htm.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), would significantly reduce emissions of DPM and $NO_X$.

**Regional**

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[12]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

[12] BAAQMD. *Final 2017 Clean Air Plan.* April 19, 2017. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

## Local

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals and policies to improve air quality issues facing the City of Morgan Hill.[13] The following goals, policies, and actions are applicable to the proposed project:

*Goal NRE-10:* *Reduced air pollution emissions.*

*Policy NRE-10.3:* **Automobile Emissions.** Encourage the use of and infrastructure for alternative fuel, hybrid, and electric vehicles. Encourage new and existing public and private development to include electric vehicle charging stations.

*Policy NRE-10.4:* **Reduced Automobile Use.** To reduce air pollution the frequency and length of automobile trips and the amount of traffic congestion by controlling sprawl, promoting infill development, and encouraging mixed uses and higher density development near transit. Support the expansion and improvement of alternative modes of transportation. Encourage development project designs that protect and improve air quality and minimize direct and indirect air pollutant emissions by including components that reduce vehicle trips.

*Goal NRE-11:* *Minimized exposure of people to toxic air contaminants such as ozone, carbon monoxide, lead, and particulate matter.*

*Policy NRE-11.1:* **TACs and Proposed Sensitive Uses.** Require modeling for sensitive land uses, such as residential development, proposed near sources of pollution such as freeways and industrial uses. Require new residential development and projects categorized as sensitive receptors to incorporate effective mitigation measures into project designs or be located adequate distances from sources of toxic air contaminants (TACs) to avoid significant risk to health and safety.

*Policy NRE-11.2:* **TACs and Existing Sensitive Uses.** Encourage the installation of appropriate air filtration mechanisms at existing schools, residences, and other sensitive receptors adversely affected by existing or proposed pollution sources.

*Policy NRE-11.3:* **Health Risk Assessments.** For proposed development that emits toxic air contaminants, require project proponents to prepare health risk assessments in accordance with Bay Area Air Quality Management District procedures as part of environmental review and implement effective mitigation measures to reduce potential health risks to less-than-significant levels. Alternatively, require these projects to be located an adequate distance from residences and other sensitive receptors to avoid health risks. Consult with the Bay Area Air

[13] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

Quality Management District to identify stationary and mobile toxic air contaminant sources and determine the need for and requirements of a health risk assessment for proposed developments.

*Policy NRE-11.4:* **Truck Routes.** For development projects generating significant heavy-duty truck traffic, design truck routes that minimize exposure of sensitive receptors to toxic air contaminants and particulate matter.

*Policy NRE-11.5:* **Truck Idling.** For development projects generating significant truck traffic, require signage to remind drivers that the State truck idling law limits truck idling to five (5) minutes.

*Policy NRE-11.6:* **Vegetation Buffers.** Encourage the use of pollution-absorbing trees and vegetation in buffer areas between substantial sources of toxic air contaminants and sensitive receptors.

*Goal NRE-12:* *Minimized air pollutant emissions from demolition and construction activities*

*Policy NRE-12.1:* **Best Practices.** Requirement that development projects implement best management practices to reduce air pollutant emissions associated with construction and operation of the project.

*Policy NRE-12.2:* **Conditions of Approvals.** Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At a minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines.

*Policy NRE-12.3:* **Control Measures.** Require construction and demolition projects that have the potential to disturb asbestos (from soil or building material) to comply with all the requirements of the California Air Resource Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.

#### 4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level $O_3$ and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for $PM_{10}$ under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for $O_3$ and $PM_{10}$, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for $O_3$ precursor pollutants (ROG and $NO_X$), $PM_{10}$, and $PM_{2.5}$, and apply to both construction period and operational period impacts.

### 4.3.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| 2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ☒ | ☐ |
| 3) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☒ | ☐ | ☐ |
| 4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

Note: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations.

#### 4.3.2.1 *Thresholds of Significance*

**Impacts from the Project**

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Morgan Hill has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2 below.

| Table 4.3-2: BAAQMD Air Quality Significance Thresholds | | | |
|---|---|---|---|
| **Pollutant** | **Construction Thresholds** | **Operation Thresholds** | |
| | **Average Daily Emissions (pounds/day)** | **Average Daily Emissions (pounds/day)** | **Annual Average Emissions (tons/year)** |
| **Criteria Air Pollutants** | | | |
| ROG, $NO_x$ | 54 | 54 | 10 |
| $PM_{10}$ | 82 (exhaust) | 82 | 15 |
| $PM_{2.5}$ | 54 (exhaust) | 54 | 10 |
| CO | Not Applicable | 9.0 ppm (eight-hour) or 20.0 ppm (one-hour) | |
| Fugitive Dust | Dust Control Measures/Best Management Practices | Not Applicable | |
| **Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)** | | | |
| **Health Hazard** | **Single Source** | **Combined Cumulative Sources** | |
| Excess Cancer Risk | 10 per one million | 100 per one million | |
| Hazard Index | 1.0 | 10.0 | |
| Incremental Annual $PM_{2.5}$ | 0.3 $\mu g/m^3$ | 0.8 $\mu g/m^3$ (average) | |

**Impact AIR-1:** The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant)**

The BAAQMD CEQA Air Quality Guidelines set forth criteria for determining consistency with the CAP. In general, a project is considered consistent if it a) supports the primary goals of the Clean Air Plan; b) includes relevant control measures; and c) does not interfere with implementation of CAP control measures. The proposed project would not conflict with the 2017 CAP because as discussed under Impact AIR-2, the proposed project's emissions would be below the BAAQMD operational thresholds. Therefore, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Implementation of the project would not inhibit BAAQMD or partner agencies from continuing progress toward attaining state and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact AIR-2:** | The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact)** |

**Construction-Related Criteria Pollutant Emissions**

The proposed project is anticipated to be constructed in three phases, beginning January 2021 and lasting approximately 48 months. The California Emissions Estimator Model (CalEEMod) was used to estimate annual emissions for both on- and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The project land use types and size, and anticipated construction schedule, were input to CalEEMod. Table 4.3-3 below shows the average daily construction emissions of ROG, $NO_X$, $PM_{10}$ exhaust, and $PM_{2.5}$ exhaust during construction of the project.

**Table 4.3-3: Construction Period Emissions**

| Scenario | ROG | $NO_X$ | $PM_{10}$ Exhaust | $PM_{2.5}$ Exhaust |
|---|---|---|---|---|
| Total construction emissions | 3.0 tons | 9.3 tons | 0.62 tons | 0.45 tons |
| **Average daily emissions[1]** | **6.2 lbs/day** | **19.1 lbs/day** | **1.3 lbs/day** | **0.9 lbs/day** |
| BAAQMD Thresholds | 54 lbs/day | 54 lbs/day | 82 lbs/day | 54 lbs/day |
| ***Exceed Threshold?*** | ***No*** | ***No*** | ***No*** | ***No*** |

[1]Assumes 979 workdays

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of $PM_{10}$ and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries.

As shown in Table 4.3-3 above, construction emissions for the proposed project would not exceed BAAQMD thresholds. Implementation of the BAAQMD best management practices listed below, labeled as Standard Conditions, would ensure impacts are reduced to a less than significant level.

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

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- Replant vegetation in disturbed areas as soon as possible after completion of construction.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

As discussed above, emissions from project construction would not exceed BAAQMD emissions thresholds. Therefore, the project would have a less than significant impact. (**Less than Significant Impact)**

**Operation-Related Criteria Pollutant Emissions**

Operational air emissions from the proposed project would be generated primarily from vehicles driven by future employees, customers, residents, and vendors. Evaporative emissions from architectural coatings and maintenance products are typical emissions from these types of uses. CalEEMod was used to estimate emissions from operation of the proposed project. Table 4.3-4 below shows average daily construction emissions of ROG, $NO_X$, total $PM_{10}$ and total $PM_{2.5}$ during operation of the project.

**Table 4.3-4: Operational Period Emissions**

| Scenario | ROG | $NO_X$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| Annual 2025 Project Operational Emissions | 2.5 tons | 2.2 tons | 2.7 tons | 0.8 tons |
| BAAQMD Thresholds (tons/year) | 10 tons | 10 tons | 15 tons | 10 tons |
| **Exceed Threshold?** | **No** | **No** | **No** | **No** |
| Daily 2025 Project Operational Emissions[1] | 13.6 lbs | 11.9 lbs | 14.6 lbs | 4.1 lbs |
| BAAQMD Thresholds (pounds/day) | 54 lbs | 54 lbs | 82 lbs | 54 lbs |
| **Exceed Threshold?** | **No** | **No** | **No** | **No** |

[1]Assumes 365-day operation.

As shown in Table 4.3-4 above, operational period emissions would not exceed BAAQMD significance thresholds emissions for the project. Therefore, the project would have a less than significant impact. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact AIR-3:** | The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)** |

**Community Risks from Project Construction**

Construction of the proposed project would generate dust and equipment exhaust that could affect nearby sensitive receptors. Although it was concluded in Impact AIR-2 that construction exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations, construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$.[14] This assessment included dispersion modeling to predict the off-site concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

CalEEMod Construction Emissions

The CalEEMod model provided total annual $PM_{10}$ exhaust emissions for the off-road construction equipment and for exhaust emissions from on-road vehicles. The on-road emissions are a result of haul truck travel during demolition and grading activities, worker travel, and vendor deliveries during construction. Table 4.3-5 lists the DPM and fugitive $PM_{2.5}$ dust emissions annually by phase.

**Table 4.3-5: Localized Project Construction Emissions of DPM and PM2.5 (in tons)**

| Phase | Year | DPM Emissions | Fugitive $PM_{2.5}$ Dust Emissions |
|---|---|---|---|
| Phase 1 | 2021 | 0.1386 | 0.0032 |
| Phase 1 | 2022 | 0.0142 | 0.0032 |
| Phase 2 | 2022 | 0.0982 | 0.0032 |
| Phase 2 | 2023 | 0.0547 | 0.0032 |
| Phase 3 | 2023 | 0.0301 | 0.0032 |
| Phase 3 | 2024 | 0.0540 | 0.0032 |

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict concentrations of DPM and $PM_{2.5}$ at sensitive receptors (residences and students) in the vicinity of the project construction area. The AERMOD dispersion model is a BAAQMD-recommended model for use in modeling analysis of

[14] DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

these types of emission activities for CEQA projects.[15] For the construction site modeled, the modeling utilized six area sources to represent the on-site construction emissions, three for exhaust emissions and three for fugitive dust emissions. To represent the construction equipment exhaust emissions, an emission release height of 20 feet (6 meters) was used for the area sources. The elevated source height reflects the height of the equipment exhaust pipes plus an additional distance for the height of the exhaust plume above the exhaust pipes to account for plume rise of the exhaust gases. For modeling fugitive $PM_{2.5}$ emissions, a near-ground level release height of seven feet (two meters) was used for the area sources. Emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources. Construction emissions were modeled as occurring daily between 7 AM to 8 PM, which are the City of Morgan Hill's construction noise hours limits per the City Municipal Code.

Results of the assessment indicated that the residential maximally exposed individuals (MEIs) most impacted by the construction $PM_{2.5}$ concentrations was located at a single-family home north of the project site across Barrett Avenue. Figure 4.3-1 shows the location of the MEI and other offsite receptors.

[15] Bay Area Air Quality Management District (BAAQMD), 2012, *Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0.*

Figure 4.3-1: Project Site and Locations of Off-Site Sensitive Receptors and TAC Impacts

At this location, the residential cancer risks would exceed the BAAQMD significance threshold of 10 in one million and the maximum $PM_{2.5}$ concentrations would exceed the BAAQMD significance threshold of 0.3 micrograms per cubic meter. The maximum cancer risks, $PM_{2.5}$ concentrations, and health hazard indexes for project-related construction activities affecting the residential MEI are shown in Table 4.3-6 below.

| **Table 4.3-6: Construction Risk Impacts at the Offsite MEI** | | | |
|---|---|---|---|
| **Source** | **Cancer Risk (per million)** | **Annual PM2.5 (µg/m³)** | **Hazard Index** |
| Project Construction | | | |
| Unmitigated | 34.2 (infant) | 0.31 | 0.04 |
| Mitigated | 3.0 (infant) | 0.19 | <0.01 |
| ***BAAQMD Single-Source Threshold*** | ***>10.0*** | ***>0.3*** | ***>1.0*** |
| Exceed Threshold? | | | |
| Unmitigated | Yes | Yes | No |
| Mitigated | No | No | No |

As shown in Table 4.3-6 above, the proposed project, if unmitigated, would exceed BAAQMD thresholds for construction impacts. However, implementation of the mitigation measure listed below would reduce any impacts to a less-than-significant level.

**Mitigation Measures:** The project proposes to implement the following mitigation measures to reduce construction impacts to a less-than-significant level.

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

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

Additional modeling was completed to predict the cancer risks, non-cancer health hazards, and maximum $PM_{2.5}$ at Barrett Elementary School. Results of the assessment indicated that the maximum cancer risks (without any mitigation or construction emission controls) would be 15.8 per million for child exposure. The maximum-modeled $PM_{2.5}$ concentration, which is based on combined exhaust and fugitive dust emissions, would be 0.24 micrograms per cubic meter and the Hazard Index (HI)

based on the DPM concentration would be 0.03. Without mitigation, the increased cancer risk would exceed the BAAQMD single-source threshold. However, implementation of MM AIR-3.1 would reduce these risk values to 1.4 per million increased cancer risk, 0.1 micrograms per cubic meter for $PM_{2.5}$ concentrations, and <0.01 for the HI value. These reduced risk values would not exceed the BAAQMD single-source significance thresholds and would, therefore, reduce impacts to less-than-significant. **(Less than Significant Impact with Mitigation Incorporated)**

**Community Risks from Project Operation**

Project Emergency Diesel Generators

Operation of a diesel generator would also be a source of TAC emissions that were assumed to operate during the lifetime of project operation. The project would include one to three generators on site, depending on the ability of the different uses to share a generator. This analysis conservatively assumed three generators of approximate sizes of 100 kilowatts (134 horsepower), 150 kilowatts (201 horsepower), and 1,000 kilowatts (1,341 horsepower). The location was conservatively assumed to be located in the middle of the ground-level of the hospital building.

The diesel engine would be subject to CARB's Stationary Diesel Airborne Toxics Control Measure (ATCM) and would require permits from the BAAQMD, since it would be equipped with an engine larger than 50 HP. As part of the BAAQMD permit requirements for toxics screening analysis, the engine emissions would have to meet Best Available Control Technology for Toxics (TBACT) and pass the toxic screening level of less than ten in one million. The risk assessment would be prepared by BAAQMD. Depending on results, BAAQMD would set limits for DPM emissions (e.g., more restricted engine operation periods). Sources of air pollutant emissions complying with all applicable BAAQMD regulations generally would have a less-than-significant air quality community risk impact. **(Less than Significant Impact)**

Dispersion Modeling

To obtain an estimate of potential cancer risks and $PM_{2.5}$ impacts from operation of the emergency generators, the U.S. EPA AERMOD dispersion model was used to calculate the maximum annual DPM concentration at off-site sensitive receptor locations (nearby residences). The same receptors and breathing heights used in the construction dispersion modeling were used for the generator discern model. Stack parameters for modeling the generates were based on BAAQMD default parameters for emergency generators. Annual average DPM and $PM_{2.5}$ concentrations were modeled assuming that generator testing could occur at any time of the day.

To calculate the increased cancer risk from the generators at the MEI, the cancer risks exposure duration was adjusted to account for the MEI being exposed to construction for the first four years of the 30-year exposure period. The exposure duration for the generators was adjusted for 26 years. Based on this duration, the increased cancer risk from the generators would be 0.3 per million. The maximum annual $PM_{2.5}$ concentration would be less than 0.01 micrograms per cubic meters and the HI value would be less than 0.01, which is a less-than-significant impact.

For sensitive receptors at Barrett Elementary School, the increased cancer risk from the generators was adjusted for a seven-year exposure with students being exposed to construction for four years and to project operation for three years. The health risk assessment used a seven year exposure period

since the school includes transitional kindergarten to fifth grade. The analysis assumes that students would be exposed to both project construction and operation. Based on the duration of seven years, the increased cancer risk from the project generators would be 0.1 per million. The maximum annual $PM_{2.5}$ concentration would be <0.01 micrograms per cubic meters and the HI value would remain <0.01. After project construction is completed, the project's operational TAC sources would have a lower risk. **(Less than Significant Impact)**

Project Traffic on Juan Hernandez

All project-generated traffic (3,979 daily trips) was assumed to use Juan Hernandez Drive to access the project site. The cancer risk was adjusted for exposure duration since the MEI would only be exposed to the increased traffic impacts once the project becomes operational. The exposure duration was adjusted for 26 years of exposure since construction would last approximately four years and the distance from the roadway was adjusted for 20 feet. As a result, the increased cancer risk impact from the increase in traffic would be 0.2 per million and the maximum annual PM2.5 concentration would be 0.01 micrograms per cubic meter.

Barrett Elementary School is about 60 feet from the roadway. The exposure duration was adjusted for three years of exposure during project operation, after four years of exposure during project construction. As a result, the increased cancer risk impact from the increase in traffic would be 0.7 per million and the maximum annual $PM_{2.5}$ concentration would be 0.05 micrograms per cubic meter. Chronic or acute HI for the roadway would be below 0.03. Since these values are below the thresholds, there would be a less than significant impact. **(Less than Significant Impact)**

Overall, project impacts to sensitive receptors during construction and operation would be reduced to less-than-significant levels with implementation of Standard Conditions, BAAQMD best management practices, and the mitigation measures listed above. **(Less than Significant Impact with Mitigation Incorporated)**

| | |
|---|---|
| **Impact AIR-4:** | The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)** |

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors; however, the odors would be localized and temporary and would not affect people off-site. For these reasons, implementation of the proposed project would not result in significant long-term or short-term odor impacts, affecting a substantial number of people. **(Less Than Significant Impact)**

### 4.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Morgan Hill has policies that address existing air quality conditions affecting a proposed project.

Illingworth and Rodkin's Air Quality Analysis for the proposed project (refer to Appendix A) included a refined analysis of the impacts of TACs and $PM_{2.5}$ to new sensitive receptors in order to evaluate potential cancer risks and $PM_{2.5}$ concentrations from U.S. Highway 101. Based on an annual average, U.S. Highway 101 traffic includes 135,500 vehicles per day[16] that are about 7.5 percent trucks, of which 4.6 percent are considered diesel heavy duty trucks and 2.9 percent are medium duty trucks.[17]

Dispersion modeling of TAC and $PM_{2.5}$ emissions was performed using the U.S. EPA AERMOD dispersion model. The model evaluated the emissions from northbound and southbound traffic on U.S. Highway 101 within 1,000 feet of the project site. The modeling used receptors placed within the project boundaries spaced approximately every 20 meters (66 feet). Receptor heights of 1.5 meters (4.9 feet) and 4.5 meters (14.7 feet) were used to represent the breathing heights of residential receptors on the first and second floor levels. Pollutant and TAC concentrations from the highway on higher floor levels would be lower than those of the first two floor levels.

The computed lifetime cancer risks at potential residential locations across the site include values ranging from 53.6 in one million to 7.7 in one million. The maximum cancer risks that are greater than 10.0 in one million or annual $PM_{2.5}$ concentration greater than 0.3 micrograms per cubic meter would exceed the BAAQMD significance thresholds and would need to be controlled in accordance with the City's General Plan policies. Depending on the proximity to the highway, varied levels of control would be required. Areas furthest from the highway would not require any control, while locations along the highway would require enhanced filtration. A properly installed and operated ventilation system with MERV16 filters would achieve reductions of at least 90 percent and a system with MERV13 would achieve reductions of at least 80 percent. The following conditions of approval shall be implemented to minimize risks to reduce existing conditions to acceptable levels:

<u>Condition of Approval AIR-1:</u>

- Install air filtration in residential and medical buildings. Air filtration devices shall be rated MERV16 or higher for portions of the site that have annual $PM_{2.5}$ exposure above 1.1 micrograms per cubic meter and MERV13 or higher for all other portions of the site. To ensure adequate health protection to sensitive receptors (i.e. residents), this ventilation system, whether mechanical or passive, all fresh air circulated into the dwelling units shall be filtered.
- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required.
- Ensure that the use agreement and other property documents:
    - Require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks;
    - Include assurance that new owners or tenants are provided information on the ventilation system; and

[16] California Department of Transportation. 2018. *2017 Traffic Volumes on the California State Highway System*.
[17] Caltrans. 2017. *2016 Annual Average Daily Truck Traffic on the California State Highway System*

- Include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

Condition of Approval AIR-2:

- Provide electrical power at truck loading docks to avoid use of truck refrigeration units.

Condition of Approval AIR-3:

- Designate truck circulation routes that avoid residential areas to the greatest extent reasonable.

Implementation of the above conditions of approval would reduce impacts of the environment on the proposed project.

## 4.4 BIOLOGICAL RESOURCES

The following discussion is based in part on a Biological Analysis completed by WRA, Inc. in March 2020. This report is included as Appendix B of this IS.

### 4.4.1 Environmental Setting

#### 4.4.1.1 *Regulatory Framework*

**Federal and State**

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.[18] Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control

[18] United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed March 11, 2020. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW pursuant to Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

**Regional and Local**

Santa Clara Valley Habitat Plan/Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) covers approximately 520,000 acres, or approximately 62 percent of Santa Clara County. It was developed and adopted through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District (Valley Water), Santa Clara Valley Transportation Authority (VTA), USFWS, and CDFW. The Habitat Plan is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in southern Santa Clara County. The Santa Clara Valley Habitat Agency is responsible for implementing the plan.

City of Morgan Hill Tree Removal Controls

The City of Morgan Hill maintains the urban natural landscape partly by promoting the health, safety, and welfare of the City by controlling the removal of significant sized trees (Municipal Code 12.32.020, G.). According to the City of Morgan Hill Tree Removal Controls, a significant tree is considered to be a tree with a single stem or trunk of a circumference of 40 inches (or diameter of 12.7 inches) or more for nonindigenous species and a circumference of 18 inches (or diameter of 5.7 inches) or more for indigenous species measured at four and one-half feet vertically above the ground. Indigenous species to Morgan Hill include oak (all types), California bay, madrone, sycamore, and alder trees.

“Street trees” are also protected and defined as a tree, of any size, situated within the public street right-of-way or publicly accessible private street (e.g., trees within a landscape park strip), or within five feet of publicly accessible sidewalk adjacent to a public or private street in the case of a street without a landscape park strip.

A “community of trees,” which is a group of trees of any size which are ecologically or aesthetically related to each other such that loss of several of them would cause a significant ecological, aesthetic, or environmental impact in the immediate area, are protected under the City’s ordinance.

In addition, the Tree Removal Controls specify that all commercial tree farms, nonindigenous tree species in residential zones, and orchards (including individual fruit trees) are exempted from the definition of significant tree.

City of Morgan Hill Burrowing Owl Habitat Mitigation Plan

Since 2003, the City of Morgan Hill has implemented a citywide program (Burrowing Owl Habitat Mitigation Plan) to evaluate and mitigate impacts to burrowing owls and potential burrowing owl habitat that could result from development activities within the City limits. Under the Burrowing Owl Habitat Mitigation Plan, the City requires pre-construction owl surveys to be completed in areas of potentially suitable habitat (generally any grassland and/or mixed herbaceous vegetation below 600 feet above mean sea level) within 30 days of the on-set of construction.

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to avoid significant impacts due to loss of biological resources.[19] The following goal and policies are applicable to the proposed project:

*Goal NRE-6:* Protection of native plants, animals, and sensitive habitats.

*Policy NRE-6.2:* **Habitat Conservation Plan**. Support the implementation of the Santa Clara Valley Habitat Plan to protect wildlife, rare and endangered plants and animals, and sensitive habitats from loss and destruction.

*Policy NRE-6.4:* **Tree Preservation and Protection.** Preserve and protect mature, healthy trees whenever feasible, particularly native trees, historically significant trees, and other trees which are of significant size or of significant aesthetic value to the immediate vicinity or to the community as a whole.

#### 4.4.1.2 *Existing Conditions*

The 19.76-acre project site is comprised of three parcels in an urban setting. There are two existing medical office buildings and associated surface parking located in the southwest corner of the project site. The project site is largely undeveloped and is predominantly covered by grassland with trees located on the northern portion of the site and along the west property line near the existing medical office buildings.

The project site does not contain any riparian corridors or wetlands. The project site is not located in an area containing any of the sensitive natural communities or special status species identified in the City's General Plan EIR.[20] However, the biological assessment determined that three species of special-status birds may use the project site for breeding and foraging, including white-tailed kite, loggerhead shrike, and grasshopper sparrow.

The project site is covered under the Santa Clara Valley Habitat Plan (Habitat Plan), designated as "Urban Development Equal to or Greater than 2 Acres Covered."[21] The land cover of the site is

[19] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.
[20] City of Morgan Hill. *City of Morgan Hill 2035 General Plan DEIR.* Figures 4.4-2 and 4.4-4. January 2016.
[21] Santa Clara Valley Habitat Agency. *Habitat Agency Geobrowser*. Accessed February 12, 2020. http://www.hcpmaps.com/habitat/.

comprised of approximately 17 acres of "Grain, Row-crop, Hay and Pasture, Disked/Short-term Fallowed" and approximately three acres of "Urban-Suburban." A large portion of the project site (17 acres) is located within Fee Zone B (Agricultural and Valley Floor Lands); removal and development of this land cover type would be required to pay applicable fees per the Habitat Plan.

**Trees**

There are 16 trees located on the project site, consisting of 14 indigenous coast live oaks, one nonindigenous Peruvian pepper, and one nonindigenous Monterey pine. As mentioned in 4.4.1 Environmental Setting, the City of Morgan Hill's Municipal Code states that non-native trees with a single stem or trunk of a circumference of 40 inches (or diameter of 12.7 inches) and native trees with a circumference of 18 inches (diameter of 5.7 inches) are protected by the City. All street trees are also City-protected.

### 4.4.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)? | ☐ | ☒ | ☐ | ☐ |
| 2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS? | ☐ | ☐ | ☐ | ☒ |
| 3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| 4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☒ |
| 5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☒ | ☐ | ☐ |

**Impact BIO-1:** The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**

The project site contains potentially special-status species. The site is not located in a plant or wildlife survey area as identified in the Habitat Plan. The extent of disturbance of the areas surrounding the project site reduces the site's suitability for sensitive species.

The proposed project would remove 16 trees from the project site. The mature trees on-site could provide nesting or foraging habitat for nesting raptors and migratory birds. As noted in Section 4.4.1.2 Existing Conditions, the biological assessment determined that three species of special-status birds may use the project site for breeding and foraging, including white-tailed kite, loggerhead shrike, and grasshopper sparrow.

Grading and development may reduce nesting and foraging habitat for special-status species, or may impact these species through visual and auditory disturbance sufficient to cause nest abandonment. This would constitute a significant impact requiring project-level mitigation, as discussed below.

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

Nesting raptors and migratory birds are protected under state and federal regulations. At the time of development, raptors and migratory birds could be nesting in the trees and vegetation on and adjacent to the project site. Construction during the nesting season could destroy nests or disturb occupied nests, resulting in the loss of reproductive effort. This would constitute a significant impact requiring project-level mitigation, as discussed below.

**Mitigation Measures:** The following mitigation measures will reduce impacts from construction at the project site nesting raptors and migratory birds to a less than significant level:

**MM BIO-1.1:** Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.

**MM BIO-1.2:** If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit.

With the implementation of the above mitigation measures, the project would not result in a substantial adverse impact on sensitive species regulated by the CDFW or USFW. **(Less Than Significant Impact with Mitigation Incorporated)**

| | |
|---|---|
| **Impact BIO-2:** | The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)** |

The project site is located within a mixed urban and rural area of the City. There are no riparian habitats located on the project site. There are no sensitive natural communities located on or adjacent to the project site. Therefore, the proposed project would not result in adverse effects to riparian habitat or other sensitive natural communities. **(No Impact)**

| | |
|---|---|
| **Impact BIO-3:** | The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)** |

The project site does not contain any wetlands. Therefore, implementation of the project would not result in a substantial adverse effect on protected wetlands. **(No Impact)**

| | |
|---|---|
| **Impact BIO-4:** | The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **(No Impact)** |

The project area is an open field bordered by roads and other developments. The biological analysis reviewed the California essential connectivity project, which showed that the project site is not located within a connectivity area, core reserve or corridor, landscape block, or general wildlife corridors. Additionally, as discussed in the responses to Impacts BIO-2 and BIO-3, there are no riparian or wetland habitats on or adjacent to the site. The project would, therefore, not interfere with the movement of fish or wildlife species, nor interfere with established corridors or wildlife nursery sites. **(No Impact)**

| | |
|---|---|
| **Impact BIO-5:** | The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact with Mitigation Incorporated)** |

**Tree Removal**

The project area contains multiple ordinance sized trees as defined by the City of Morgan Hill. This includes 14 coast live oaks, one Peruvian pepper, and one Monterey pine, all of which would be removed for project construction. The ordinance size coast live oak trees have approximate circumferences ranging from 18 to 70 inches. The Peruvian pepper and Monterey pine have approximate circumferences between 50 to 70 inches.

In accordance with the Municipal Code Section 12.32.030, the applicant must apply for a tree removal permit prior to the removal of these trees. In accordance with Municipal Code Section 12.32.080, the project applicant would replace these trees with plantings of trees acceptable to the City's Development Services Director. Since the project is required to comply with the City's Municipal Code Chapter 12.32 for tree removal and replacement, the project would not result in a significant impact due to the loss of trees.

**Impact BIO-5:** The removal, cutting down, poisoning, or other destruction of protected trees, including pruning that would reduce the canopy area by more than 25 percent of any Ordinance sized tree, would require permits or mitigation measures under the City Municipal Code (Chapter 12.32). **(Significant Impact)**

**Mitigation Measures:** The following mitigation measures will ensure impacts to ordinance sized trees are reduced to a less than significant level.

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

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

With the implementation of the above mitigation measures, project construction would not result in a significant impact to any sensitive species nor would it conflict with a tree preservation policy. **(Less Than Significant Impact with Mitigation Incorporated)**

| | |
|---|---|
| **Impact BIO-6:** | The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(Less than Significant Impact)** |

The proposed project is covered under the Habitat Plan, designated as "Urban Development Equal to or Greater than 2 Acres Covered."[22] The land cover of the site is comprised of approximately 17 acres of "Grain, Row-crop, Hay and Pasture, Disked/Short-term Fallowed" and approximately three acres of "Urban-Suburban." A large portion of the project site (17 acres) is located within Fee Zone B (Agricultural and Valley Floor Lands); removal and development of this land cover type would require payment of applicable fees pursuant to the Habitat Plan.

The Habitat Plan also considers covered activities to result in a certain amount of indirect impacts from urban development mostly in the form of increased impervious surface and from the effects of nitrogen deposition. Urban development that increases the intensity of land use results in increased air pollutant emissions from passenger and commercial vehicles and other industrial and nonindustrial sources. Emissions from these sources are known to increase airborne nitrogen, of which a certain amount is converted into forms that can fall to earth as depositional nitrogen. It has been shown that increased nitrogen in serpentine soils can favor the growth of nonnative annual grasses over native serpentine species and these nonnative species, if left unmanaged, can overtake the native serpentine species, which are host plants for larval Bay Checkerspot butterfly. As such, covered projects within the Habitat Plan area are subject to paying a "Nitrogen Deposition Impact Fee" which is calculated based on the number of daily vehicle trips attributed to the activity and collected prior to the commencement of the use. The proposed project would generate approximately 3,884 more daily vehicle trips, when compared to the existing site.

In addition, all covered activities in the Habitat Plan are subject to certain conditions (as identified in Chapter 6 of the Plan) based on the project's location and type of project. To ensure that the project complies with conditions of the Habitat Plan, the conditions would be applied to each component as part of the entitlement approval conditions and/or other permits (i.e. grading permits, building permits, etc.).

[22] Santa Clara Valley Habitat Agency. *Habitat Agency Geobrowser*. Accessed February 12, 2020. http://www.hcpmaps.com/habitat/.

The City of Morgan Hill has adopted the Habitat Plan and, as an ordinance[23] implementing the measures and conditions set forth in the Habitat Plan, would levy applicable impact fees and incorporate relevant conditions on covered activities into the project. Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. **(Less Than Significant Impact)**

[23] Chapter 18.132 of the City of Morgan Hill Municipal Code.

## 4.5 CULTURAL RESOURCES

### 4.5.1 Environmental Setting

#### 4.5.1.1 *Regulatory Framework*

**Federal and State**

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[24]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

[24] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." March 14, 2006.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

**Local**

Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to avoid significant impacts due to loss of cultural resources.[25] The following goal and policies are applicable to the proposed project:

*Goal HC-8:* *Historic identity and cultural resources that are preserved for future generations.*

*Policy HC-8.1:* **Identify and Protect Resources.** Identify and protect heritage resources from loss and destruction. (South County Joint Area Plan 15.09)

*Policy HC-8.2:* **Historic Structures.** Encourage the preservation and rehabilitation of the City's historic structures.

*Policy HC-8.3:* **Demolition.** Prior to approving demolition or alteration of historically significant buildings, evaluate alternatives, including structural preservation, relocation or other mitigation, and demonstrate that financing has been secured for replacement use.

*Policy HC-8.4:* **Tribal Consultation.** Consult with Native American tribes that have ancestral ties to Morgan Hill regarding proposed new development projects and land use policy changes.

[25] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

*Policy HC-8.5:* **Mitigation.** Require that if cultural resources, including tribal, archaeological, or paleontological resources, are uncovered during grading or other on-site excavation activities, construction shall stop until appropriate mitigation is implemented.

#### 4.5.1.2 *Existing Conditions*

Based on the Archaeological Sensitivity Map included in the City of Morgan Hill General Plan, the project site is not located within an archaeologically sensitive area.[26] No historic structures are located on the project site. The project site is mostly undeveloped with an existing medical office of modern construction and associated parking lot. Based on the historic properties listed in the City's General Plan EIR (Table 4.5-1), no historic properties are adjacent to the site. The nearest historic property is Newbold House, located 1.3 miles northwest at 20 East Fifth Street.

### 4.5.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? | ☐ | ☐ | ☐ | ☒ |
| 2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | ☐ | ☐ | ☒ | ☐ |
| 3) Disturb any human remains, including those interred outside of dedicated cemeteries? | ☐ | ☐ | ☒ | ☐ |

**Impact CUL-1:** The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

There are no historic structures located on or near the project site. The nearest historic property to the project site is the Newbold House, located 1.3 miles northwest of the project site. Given the distance of the site from the nearest historic property, the project would have no impact on historic resources. **(No Impact)**

**Impact CUL-2:** The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact)**

According to the City of Morgan Hill's Archaeological Sensitivity Map, the project site is not located in an archaeologically sensitive area of the City. Nevertheless, the project shall implement the

[26] City of Morgan Hill. *Archaeological Sensitivity Map*. April 2000.

following standard conditions in the event that an archaeological resource is discovered during project construction activities:

**Standard Condition CUL-1:**

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

- If human remains are encountered, they shall be treated with dignity and respect as due to them. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.
    - Remains shall not be held by human hands. Surgical gloves shall be worn if remains need to be handled.
    - Surgical mask shall also be worn to prevent exposure to pathogens that may be associated with the remains.
- In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped.[27] Ground-disturbing project activities may continue in other areas that are outside the discovery location.
- An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery, or if on-site at the time or discovery, by the Monitoring Archaeologist (typically 25 to 50 foot buffer for a single burial or archaeological find).
- The discovery location shall be secured as directed by the City if considered prudent to avoid further disturbances.
- The Contractor Foreman or authorized representative, or party who made the discovery shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:
    - The City of Morgan Hill Development Services Director
    - The Contractor's Point(s) of Contact
    - The Coroner of the County of Santa Clara (if human remains found)
    - The Native American Heritage Commission (NAHC) in Sacramento
    - The Amah Mutsun Tribal Band
- The Coroner will have two working days to examine the human remains after being notified of the discovery. If the remains are Native American, the Coroner has 24 hours to notify the NAHC. The NAHC is responsible for identifying and immediately notifying the Most Likely

[27] 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.

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

With the implementation of the above standard conditions, the project would have a less than significant impact on archaeological resources. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact CUL-3:** | The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact)** |

The project is not located in an archaeologically sensitive area. In the unlikely event that human remains are discovered during construction activities, implementation of Standard Condition CUL-1 would reduce the project's impact on human remains to a less than significant level. **(Less than Significant Impact)**

## 4.6 ENERGY

The following discussion is based in part on an Air Quality Analysis completed by Illingworth & Rodkin, Inc. on May 5, 2020. The report is included in Appendix A of this IS.

### 4.6.1 Environmental Setting

**Federal and State**

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the United States Environmental Protection Agency (EPA) apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2019 Title 24 updates went into effect on January 1, 2020.[28] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[29]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The most recent update to CALGreen went into effect on January 1, 2020, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

[28] California Building Standards Commission. "California Building Standards Code." Accessed January 21, 2020. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[29] California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed January 21, 2020. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[30]

**Local**

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to conserve energy and mitigate energy impacts resulting from planned developments within the City of Morgan Hill.[31] The following goals, policies, and actions are applicable to the proposed project:

*Goal NRE-16:* *Conservation of energy resources.*

*Policy NRE-16.1:* **Energy Standards for New Development.** New development, including public buildings, should be designed to exceed State standards for the use of energy.

*Policy NRE-16.2:* **Energy Conservation.** Promote energy conservation techniques and energy efficiency in building design, orientation, and construction.

*Policy NRE-16.3:* **Energy Use Data and Analysis**. Provide information to increase building owner, tenant, and operator knowledge about how, when, and where building energy is used.

*Policy NRE-16.5:* **Energy Efficiency.** Encourage development project designs that protect and improve air quality and minimize direct and indirect air pollutant emissions by including components that promote energy efficiency.

*Policy NRE-16.6:* **Landscaping for Energy Conservation.** Encourage landscaping plans for new development to address the planting of trees and shrubs that will provide shade to reduce the need for cooling systems and allow for winter daylighting.

*Policy NRE-16.7:* **Renewable Energy.** Encourage new and existing development to incorporate renewable energy generating features, like solar panels and solar hot water heaters.

[30] California Air Resources Board. "The Advanced Clean Cars Program." Accessed February 12, 2020. https://www.arb.ca.gov/msprog/acc/acc.htm.
[31] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

#### 4.6.1.1 *Existing Conditions*

Total energy usage in California was approximately 7,881 trillion British thermal units (Btu) in the year 2017, the most recent year for which this data was available.[32] Out of the 50 states, California is ranked second in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,416 trillion Btu) for residential uses, 19 percent (1,473 trillion Btu) for commercial uses, 23 percent (1,818 trillion Btu) for industrial uses, and 40 percent (3,175 trillion Btu) for transportation.[33] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

**Electricity**

Electricity in Santa Clara County in 2018 was consumed primarily by the commercial sector (77 percent), followed by the residential sector consuming 23 percent. In 2018, a total of approximately 16,668 gigawatt hours (GWh) of electricity was consumed in Santa Clara County.[34]

The community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Morgan Hill.[35] SVCE sources the electricity and the Pacific Gas and Electric Company (PG&E) delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan and can upgrade to the GreenPrime plan. Both options are considered 100 percent GHG-emission free.

**Natural Gas**

PG&E provides natural gas services within Morgan Hill. In 2018, approximately one percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.[36] In 2018, residential and commercial customers in California used 34 percent of the state's natural gas, power plants used 35 percent, the industrial sector used 21 percent, and other uses used 10 percent. Transportation accounted for one percent of natural gas use in California. In 2018, Santa Clara County used approximately 3.5 percent of the state's total consumption of natural gas.[37]

In response to the growing climate crisis, the City has determined that natural gas use in local buildings, which accounts for approximately one-third of the community's carbon footprint, represents the City's greatest opportunity to reduce future greenhouse gas emissions. Requiring all new buildings to be constructed without natural gas will dramatically reduce future emission growth as electricity procured by Silicon Valley Clean Energy is 100% carbon free. The City Council

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[32] United States Energy Information Administration. "State Profile and Energy Estimates, 2017." Accessed February 12, 2020. https://www.eia.gov/state/?sid=CA#tabs-2.
[33] United States Energy Information Administration. "State Profile and Energy Estimates, 2017." Accessed February 12, 2020. https://www.eia.gov/state/?sid=CA#tabs-2.
[34] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed February 12, 2020. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[35] Silicon Valley Clean Energy. "Frequently Asked Questions." Accessed February 12, 2020. https://www.svcleanenergy.org/faqs.
[36] California Gas and Electric Utilities. 2019 *California Gas Report.* Accessed February 12, 2020. https://www.socalgas.com/regulatory/documents/cgr/2019_CGR_Supplement_7-1-19.pdf.
[37] California Energy Commission. "Natural Gas Consumption by County." Accessed February 12, 2020. http://ecdms.energy.ca.gov/gasbycounty.aspx.

adopted Ordinance No. 2306 on November 6, 2019, which prohibits natural gas infrastructure in new buildings.

**Fuel for Motor Vehicles**

In 2017, 15 billion gallons of gasoline were sold in California.[38] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 24.9 mpg in 2018.[39] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks model years 2011 through 2020.[40,41]

### 4.6.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| 2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

[38] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed February 12, 2020. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.

[39] United States Environmental Protection Agency. "The 2018 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." March 2019.

[40] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed February 12, 2020. http://www.afdc.energy.gov/laws/eisa.

[41] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007.* Accessed February 12, 2020. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

| | |
|---|---|
| **Impact EN-1:** | The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. **(Less than Significant Impact)** |

As proposed, the project would construct three- and four-story multi-family buildings, a four-story medical/hospital building, three-story parking structure, one-story urgent care, and one-story retail/restaurant building. The proposed project would result in increased demand for energy during its construction and operation.

**Estimated Energy Use of the Proposed Project**

Energy would be consumed during the construction and operational phases of the proposed project. The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site for grading, and the actual construction of the buildings. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. Implementation of the proposed development would consume energy (in the form of electricity and natural gas) during operation, primarily from building heating and cooling, lighting, and water heating. Table 4.6-1 below summarizes the estimated energy use of the proposed project.

**Table 4.6-1: Estimated Annual Energy Use of Proposed Development**

| Land Use | Electricity Use (kWh/yr) | Natural Gas Use (kBTU/yr) |
|---|---|---|
| Apartments Mid Rise | 899,250 | 0 |
| Park | 0 | 0 |
| Enclosed Parking with Elevator | 1,172,000 | 0 |
| High Turnover Sit Down Restaurant | 289,700 | 2,104,200 |
| Hospital | 519,640 | 1,669,930 |
| Medical Office Building | 277,248 | 396,720 |
| Parking Lot | 76,440 | 0 |
| **Total** | **3,234,278** | **4,170,850** |

**Source:** Illingworth & Rodkin, Inc. *Lillian Commons Construction Air Quality and Community Risk Assessment*. May 5, 2020.

Compared to existing conditions, the proposed project would substantially increase on-site electricity and natural gas use. However, the project would be built in accordance with the 2019 CALGreen requirements and Title 24 energy efficiency standards, which would improve the efficiency of the overall project and reduce impacts. Based on the CalEEMod results, the total annual vehicle miles traveled (VMT) for the project would be approximately 7,044,701.[42] Using the U.S. EPA fuel economy estimates (22.0 mpg) the proposed project would result in consumption of approximately 320,214 gallons of gasoline per year.[43] New automobiles purchased by future occupants of the proposed project would be subject to fuel economy and efficiency standards applied throughout the State of California, which means that over time the fuel efficiency of vehicles associated with the project site would improve. Implementation of the proposed project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources during operation. **(Less than Significant Impact)**

### Energy Efficiency During Construction

The anticipated construction schedule assumes that the project would be built in three phases, with completion estimated by 2025. The project would require site preparation, grading and excavation, trenching, paving, and building of interior and exterior. Energy would not be wasted or used inefficiently by construction equipment, as the proposed project would include several measures to improve efficiency of the construction process. For example, during construction, construction waste management methods and processes would be employed to reduce the amount of and trash construction waste. **(Less than Significant Impact)**

### Energy Efficiency During Operation

Operation of the project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip generated by future employees and residents. The building would meet or exceed the requirements of the California Building Energy Efficiency Standards.

The project would not use energy or fuel in a wasteful manner, given the project features that reduce energy use, including the following:

- Bicycle parking would be provided on-site.
- The proposed buildings would meet or exceed the requirements of the California Building Energy Efficiency Standards.
- The proposed building would include water conserving fixtures.
- Implementation of construction waste management methods during construction to reduce the amount of construction waste.

For all the reasons listed above, the proposed project would have a less than significant impact. **(Less Than Significant Impact)**

[42] CalEEMod. *Lillian Commons AQ-GHG Model.* April 17, 2020.
[43] 7,044,701 VMT / 22 mpg = 320,214 gallons of gasoline

| | |
|---|---|
| **Impact EN-2:** | The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)** |

Electricity for the proposed project would be provided by Pacific Gas & Electric Company. Although the project would increase the project site's energy use, the proposed development would be completed in compliance with the current energy efficiency standards set forth in Title 24, CALGreen, and the City's Municipal Code. Additionally, the project would comply with the City's natural gas ordinance, which prohibits natural gas infrastructure in new buildings. Therefore, the project would comply with state and local plans for energy efficiency. **(Less than Significant Impact)**

## 4.7 GEOLOGY AND SOILS

The following discussion is based, in part, on a Geologic Impact Analysis completed by EMC Planning Group, Inc. on October 16, 2019. The report is attached as Appendix C.

### 4.7.1 Environmental Setting

#### 4.7.1.1 *Regulatory Framework*

**State**

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

**Local**

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to conserve energy and mitigate geological impacts resulting from planned developments within the City of Morgan Hill.[44] The following goals, policies, and actions are applicable to the proposed project:

*Goal SSI-1:* *Development that avoids or minimizes risks from environmental hazards.*

*Action SSI-1.A:* **New Development and Hazards.** New development should avoid hazardous and sensitive areas, and should occur only where it can be built without risking health and safety. New habitable structures should not be allowed in areas of highest hazard, such as floodways, active landslides, active fault traces, and airport safety zones. In areas of less risk, development should be limited and designed to reduce risks to an acceptable level.

*Policy SSI-1.2:* **Hazard Reporting.** Known or potential geologic, fire, and flood hazards shall be disclosed as part of every real estate transaction and recorded on documents to be reported for building permits, subdivisions, and land development reports. Mitigation of hazards shall be noted in the same manner.

*Goal SSI-2:* *Reduction of potential harm to persons or property from geologic/seismic hazards.*

*Policy SSI-2.4:* **Code Requirements for Critical Structures.** Design and construct critical structures above and beyond the applicable engineering and building standards, where such measures are deemed necessary from available geologic and engineering data. Critical structures are those structures:

a) Needed after a disaster (e.g., emergency communications, fire stations, hospitals, bridges and overpasses);
b) Whose continued functioning is critical (e.g. major power lines and stations, water lines, and other public utilities); or

[44] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

c) Whose failure might be catastrophic (e.g., large dams).

*Policy SSI-2.5:* **Design of Critical Structures.** Design and construct critical structures to resist minor earthquakes without damage, resist moderate earthquakes without structural damage, and resist major earthquakes of the intensity or severity of the strongest experienced in California without collapse.

#### 4.7.1.2 *Existing Conditions*

**Geology and Soils**

The project site is located in the Santa Clara Valley, an alluvial basin, bounded by the Santa Cruz Mountains to the west, the Hamilton/Diablo Range to the east, and the San Francisco Bay to the north. Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Hamilton/Diablo Range were exposed by the continued tectonic uplift and regression of the inland sea that had previously inundated this area.

The project site is made up of Arbuckle gravelly loam and San Ysidro loam soils[45], which are well-draining soils that are not susceptible to expansion or liquefaction. The potential for erosion and landslides at the project site is low due to the flat slope of the project site and surrounding area. The project site is not located within a landslide hazard zone.[46]

**Seismicity**

The project site is located within the San Francisco Bay Area, the most seismically active region in the United States. Faults in the region are capable of generating earthquakes of magnitude 6.7 or higher, and strong to very strong ground shaking would be expected to occur at the project site during a major earthquake on one of the nearby faults. Based on a 2015 to 3009 forecast completed by the U.S. Geological Survey, there is a 72 percent probability that one or more major earthquakes will occur in the San Francisco Bay Area by 2044.[47] Active faults (faults in which historic displacement has occurred within the last 200 years) near the project site are shown below in Table 4.7-1.[48]

[45] United States Department of Agriculture. Natural Resources Conservation Service. Web Soil Survey. Accessed February 24, 2020. https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx
[46] California Geological Survey. *Earthquake Zones of Required Investigation*. Accessed February 20, 2020. https://maps.conservation.ca.gov/cgs/EQZApp/app/.
[47] U.S. Geological Survey. "UCERF3: A New Earthquake Forecast for California's Complex Fault System. Fact Sheet 2015-3009." March 2015. Accessed February 20, 2020. Available at: http://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf.
[48] California Geological Survey. *Fault Activity Map of California (2010)*. Accessed February 20, 2020. http://maps.conservation.ca.gov/cgs/fam/.

| Table 4.7-1: Active Faults Near the Project Site | |
|---|---|
| **Fault** | **Physical Distance from Site** |
| Calaveras | 3.5 miles east |
| San Andreas | 10 miles west |
| Hayward | 30 miles north |

Although the project site is within a seismically active region, the site is not located within a fault zone on a state-designated Alquist-Priolo Earthquake Fault Zoning Map.[49]

### Liquefaction

Liquefaction is a type of ground failure that occurs when a saturated soil loses its strength in response to a stressful event, such as ground shaking during an earthquake. The project site is located within a low-susceptibility liquefaction zone.[50]

### Lateral Spreading

Lateral spreading is a failure within a nearly horizontal soil zone (possibly due to liquefaction) that causes the overlying soil mass to move toward a free face (such as an open body of water, channel or excavation) or down a gentle slope. There are no creeks or open channels on or adjacent to the project site. The likelihood of lateral spreading on the site is low.

### Paleontological Resources

Paleontological resources or fossils are the remains of prehistoric plant and animal life. Paleontological resources do not include human remains or artifacts. Fossil remains such as bones, teeth, shells, and wood are found in geologic formations. Paleontological resources are limited, non-renewable, sensitive scientific and educational resources. The potential for fossil remains at a location can be predicted based on whether or not previous fossil finds have been made in the vicinity, as well as based on the age of the geologic formations. Based on the findings in the General Plan EIR, no paleontological resources have been identified in the City of Morgan Hill.

[49] California Geological Survey. *Earthquake Zones of Required Investigation*. Accessed February 20, 2020. https://maps.conservation.ca.gov/cgs/EQZApp/app/.
[50] Ibid.

### 4.7.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| – Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)? | ☐ | ☐ | ☒ | ☐ |
| – Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| – Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☒ | ☐ |
| – Landslides? | ☐ | ☐ | ☒ | ☐ |
| 2) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| 3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | ☐ | ☐ | ☒ | ☐ |
| 4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☒ | ☐ |
| 5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | ☐ | ☐ | ☐ | ☒ |
| 6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature? | ☐ | ☐ | ☒ | ☐ |

| | |
|---|---|
| **Impact GEO-1:** | The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)** |

As discussed in Section 4.7.1.2, the project site is in the seismically active San Francisco Bay Area, which has a 72 percent probability of experiencing at least one magnitude 6.7 earthquake during the next 30 years. In the event of a large earthquake, the project site would experience intense ground shaking. No known faults occur beneath the project site. The project site is not located within an earthquake fault zone on an Alquist-Priolo Earthquake Fault Zoning Map, and therefore, the potential for fault rupture at the site is low.

As noted in Section 4.7.1.2, the project site is located in a low-susceptibility liquefaction hazard zone. Therefore, the potential for liquefaction to occur on the site is low. Since the soils on the site are not prone to liquefaction and the site is not located near a creek or other open channel, the probability of lateral spreading occurring on-site low. The project site and area are flat and are not located in a landslide hazard zone. Therefore, there is no potential for landslides to occur on-site.

The project would conform to the foundation design, excavation, retaining wall, pavement design, and on-site utility trenching, and subgrade surface soil criteria in the project's geotechnical investigation report. The project would implement the following standard condition.

**Standard Condition GEO-1:**

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

By conforming to standard engineering and seismic safety design techniques outlined in the City of Morgan Hill's Building Division and California Building Code and the recommendations in the geotechnical investigation report, the proposed project would not expose people or structures to substantial adverse effects. The project would, therefore, have a less than significant impact. **(Less Than Significant Impact)**

| | |
|---|---|
| **Impact GEO-2:** | The project would not result in substantial soil erosion or the loss of topsoil. **(Less than Significant Impact)** |

Grading, trenching, and construction of the proposed project would result in ground disturbance at the site. Ground disturbance would expose soils and increase the potential for wind or water related erosion and sedimentation at the site until construction is complete. The City has developed standard conditions to avoid significant soil erosion impacts during construction. The following conditions would be included as part of the project:

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

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

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

By implementing the standard conditions discussed above, the project would have a less than significant impact on soil erosion. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact GEO-3:** | The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)** |

With implementation of the standard engineering and seismic safety design techniques outlined in the City of Morgan Hill's Building Division and California Building Code (refer to Standard Condition GEO-1), the project site would not be located on an unstable geologic unit that would result in subsidence or collapse of the proposed buildings. The project site and area are not subject to landslides and have a low potential for liquefaction and lateral spreading. Therefore, compliance with

Standard Condition GEO-1 would reduce impacts to a less than significant level. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact GEO-4:** | The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)** |

The soils on-site have low expansion potential. Additionally, the project would comply with Standard Condition GEO-1 and standard engineering practices to ensure that future buildings are designed properly to account for soils-related hazards on-site. The project's potential to create risks to life or property would be reduced to a less than significant level. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact GEO-5:** | The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)** |

The proposed project would connect to the City's existing sanitary sewer system. No septic tanks would be developed for the project. Therefore, no impacts related to septic systems would occur. **(No Impact)**

| | |
|---|---|
| **Impact GEO-6:** | The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact)** |

No paleontological resources have been identified in the City of Morgan Hill. The proposed project would excavate to a maximum depth of approximately six feet below ground surface to install utilities. Given that the proposed project would not require excavation below six feet below ground surface and would not contact bedrock, paleontological resources would not be discovered during construction. The project would, therefore, not result in a significant impact to paleontological resources. **(Less than Significant Impact)**

## 4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based in part on an Air Quality Analysis completed by Illingworth & Rodkin, Inc. on May 5, 2020. The report is included in Appendix A of this IS.

### 4.8.1 Environmental Setting

#### 4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of $CO_2$ equivalents ($CO_2e$). The most common GHGs are carbon dioxide ($CO_2$) and water vapor but there are also several others, most importantly methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride ($SF_6$). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- $CO_2$ and $N_2O$ are byproducts of fossil fuel combustion.
- $N_2O$ is associated with agricultural operations such as fertilization of crops.
- $CH_4$ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and $SF_6$ emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it would increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise would increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

#### 4.8.1.2 *Regulatory Framework*

**State**

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of

GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of $CO_2e$ ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2040. Plan Bay Area 2040 establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

**Regional and Local**

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to reduce greenhouse gas emissions from planned developments within the City of Morgan Hill.[51] The following goal and policies are applicable to the proposed project:

*Goal NRE-15*: *An adaptive and resilient community that responds to climate change.*

*Policy NRE-15.1*: **Greenhouse Gas Emission Reduction Targets**. Maintain a greenhouse gas reduction trajectory that is consistent with the greenhouse gas reduction targets of Executive Orders B-30-15 (40 percent below 1990 levels by 2030) and S-03-05 (80 percent below 1990 levels by 2050) to ensure the City is consistent with statewide efforts to reduce greenhouse gas emissions.

*Policy NRE-15.2:* **Linking Land Use and Transportation**. Encourage land use and transportation patterns that reduce dependence on automobiles.

*Policy NRE-15.11:* **Green Building**. Promote green building practices in new development.

#### 4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

Post 2020-Impact Thresholds

As described previously, BAAQMD adopted GHG emissions thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD has determined that GHG emissions would cause significant environmental impacts. The GHG emissions thresholds identified by BAAQMD are 1,100 metric tons (MT) of $CO_2e$ per year or 4.6 MT $CO_2e$ per service population per year.

The numeric thresholds set by BAAQMD were calculated to achieve the state's 2020 target for GHG emissions levels (and not the SB 32 specified target of 40 percent below the 1990 GHG emissions level). The project would be constructed in three phases beginning January 2021 and lasting about 48 months. The project, therefore, would not be fully constructed and occupied until after December 31, 2020.

CARB has completed a Scoping Plan, which would be utilized by BAAQMD to establish the 2030 GHG efficiency threshold. BAAQMD has yet to publish a quantified GHG efficiency threshold for 2030. For the purposes of this analysis, a Substantial Progress efficiency metric of 2.6 MT $CO_2e$/year/service population has been calculated for 2030 based on the GHG reduction goals of SB

[51] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

32 and Executive Order B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.

### 4.8.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☒ | ☐ | ☐ |
| 2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs? | ☐ | ☐ | ☒ | ☐ |

**Impact GHG-1:** The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy, and water usage, and solid waste disposal. Emissions for the proposed project were analyzed using CalEEMod and the methodology recommended in the BAAQMD CEQA Air Quality Guidelines and are discussed below.

**Construction Emissions**

Construction activity would generate an estimated 1,943 MT $CO_2e$ of GHG emissions over four years of construction. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices (BMPs) to reduce GHG emissions during construction where feasible and applicable.

**Operational Emissions**

The proposed project would generate an estimated 2,915 MT $CO_2e$ of annual GHG emissions under operations in 2023 and 2,650 MT $CO_2e$ in 2030. The service population would be 472 employees and 1,102 residents. The service population emissions for the years 2025 and 2030 are predicted to be 2.56 and 2.40 MT of CO2e annually per service population, respectively.

| Table 4.8-1: Annual Project GHG Emissions ($CO_2e$) in Metric Tons | | |
|---|---|---|
| **Source Category** | **Proposed Project in 2025** | **Proposed Project in 2030** |
| Area | 3 | 3 |
| Energy Consumption | 258 | 258 |
| Mobile | 2,285 | 2,020 |
| Solid Waste Generation | 352 | 352 |
| Water Usage | 17 | 17 |
| **Metric Ton Total** | **2,915** | **2,650** |
| *Bright-Line Significance Threshold* | *660 MT of $CO_2e$* | |
| Service Population Emissions | 2.65 | 2.40 |
| *Per Capita Significance Threshold* | *2.8 MT of $CO_2e$/year/service population* | |
| **Exceed Both?** | **No** | **No** |

As shown in Table 4.8-1, the project's 2025 and 2030 emissions would not exceed the per capita threshold of 2.8 MT of $CO_2e$ per year per service population. However, the project would exceed the bright-line significance threshold, which would be considered a significant impact and would require mitigation.

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

**Mitigation Measures:**

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

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

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

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

| | |
|---|---|
| **Impact GHG-2:** | The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)** |

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

## 4.9 HAZARDS AND HAZARDOUS MATERIALS

### 4.9.1 Environmental Setting

#### 4.9.1.1 *Regulatory Framework*

**Overview**

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act, commonly known as Superfund, and the Resource Conservation and Recovery Act. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

**Federal and State**

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[52]

[52] California Environmental Protection Agency. *Cortese List Data Resources.* Accessed February 24, 2020. https://calepa.ca.gov/sitecleanup/corteselist/

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The Santa Clara County Department of Environmental Health reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

**Local**

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to reduce the effects of hazardous materials from planned developments within the City of Morgan Hill.[53] The following goals, policies, and actions are applicable to the proposed project:

*Goal SSI-1:* *Development that avoids or minimizes risks from environmental hazards.*

*Action SSI-1.A:* **New Development and Hazards.** New development should avoid hazardous and sensitive areas, and should occur only where it can be built without risking health and safety. New habitable structures should not be allowed in areas of highest hazard, such as floodways, active landslides, active fault traces, and airport safety zones. In areas of less risk, development should be limited and designed to reduce risks to an acceptable level.

[53] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

*Goal SSI-4*: *Avoidance and exposure to hazardous substances.*

*Policy SSI-4.16*: **Contaminated Site Mitigation**. Require new or expanding development projects in areas contaminated from previous discharged to mitigate their environmental effects.

#### 4.9.1.2 *Existing Conditions*

The 19.67-acre project site is largely undeveloped, vacant land, with the exception of existing medical offices and associated parking in the southern corner of the site. A review of federal, state, and local regulatory agency databases was completed to evaluate the likelihood of contamination incidents at and near the project site. The project site is not identified on any of the regulatory databases and is not on the Cortese list.[54] The San Martin Airport is located approximately four miles south of the project site. The project site is not located within an Airport Influence Area (AIA) of a Comprehensive Land Use Plan and is not located within an FAA height restriction area for new structures.

### 4.9.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☐ | ☒ | ☐ |
| 2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| 3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☒ | ☐ |
| 4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☒ | ☐ |
| 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |

[54] California Environmental Protection Agency. *Cortese List Data Resources.* Accessed February 24, 2020. https://calepa.ca.gov/sitecleanup/corteselist/

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| 7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

**Impact HAZ-1:** The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Project construction may involve the use and transport of hazardous materials, such as fuels, oils, mechanical fluids, and other chemicals used during construction. Operationally, the transport, use, and disposal of hazardous materials from residential and retail uses would be minimal because these uses do not typically necessitate hazardous materials, except for substances such as household cleaners, paint, etc. However, hospitals and medical offices may routinely transport hazardous materials.

The use and storage of hazardous materials in the City of Morgan Hill is regulated by Santa Clara County Department of Environmental Health Hazardous Materials Compliance Division (SCCDEH). The construction and operation of the proposed project would conform to the requirements of the SCCDEH. Compliance with applicable federal, state, and local handling, storage, and disposal requirements would ensure that no significant hazards to the public or the environment are created by these routine activities. For these reasons, the storage and handling of hazardous materials on the site, under the proposed project, would not result in a significant impact. **(Less Than Significant Impact)**

**Impact HAZ-2:** The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact)**

As discussed under Impact HAZ-1, the use and storage of hazardous materials would be regulated by the SCCDEH, and compliance with applicable laws would reduce potential impacts to the public to a less than significant level. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact HAZ-3:** | The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact)** |

The project site is located less than 0.25 miles from Barrett Elementary School, which is located at 895 Barrett Avenue, north of the project site. Compliance with applicable local, state, and federal regulations, as discussed under Impacts HAZ-1 and HAZ-2, would reduce potential impacts from hazardous emissions to a less than significant impact. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact HAZ-4:** | The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. **(Less than Significant Impact)** |

The project is not included on a list of hazardous materials sites pursuant Government Code Section 65962.5.[55] **(Less than Significant Impact)**

| | |
|---|---|
| **Impact HAZ-5:** | The project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(No Impact)** |

The project site is not located within an airport land use plan, within two miles of a public airport, or near a private landing strip. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(No Impact)**

| | |
|---|---|
| **Impact HAZ-6:** | The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(No Impact)** |

The project would be constructed in accordance with current building and fire codes to ensure structural stability and safety. In addition, the Morgan Hill Fire Department would review the site development plans to ensure fire protection design features are incorporated and adequate emergency access is provided. The project proposes to include two emergency access driveways off Barrett Avenue. For these reasons, the operations of the proposed mixed-use project would not interfere with the City-adopted Emergency Operations Plan or any adopted statewide emergency response or evacuation plans.[56] **(No Impact)**

[55] California Environmental Protection Agency. *Cortese List Data Resources.* Accessed February 24, 2020. https://calepa.ca.gov/sitecleanup/corteselist/

[56] City of Morgan Hill, Office of Emergency Services. *Emergency Operations Plan*. Revision 2.0. January 11, 2018.

| | |
|---|---|
| **Impact HAZ-7:** | The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **(No Impact)** |

The project site is not located in a fire hazard severity zone (FHSZ).[57] Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death as a result of wildland fires. **(No Impact)**

[57] California Board of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Accessed February 6, 2020. http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones.

## 4.10 HYDROLOGY AND WATER QUALITY

### 4.10.1 Environmental Setting

#### 4.10.1.1 *Regulatory Framework*

**Overview**

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the EPA and the SWRCB have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the Central Coast RWQCB.

**Federal and State**

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

**Regional and Local**

Central Coast Basin Plan

The Central Coast RWQCB regulates water quality in accordance with the Water Quality Control Plan for the Central Coast Basin (Basin Plan). The Basin Plan lists the beneficial uses that the Central Coast RWQCB has identified for local aquifers, streams, marshes, rivers, as well as the water quality objectives and criteria that must be met to protect these uses. The Central Coast RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for

nonprofit sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Phase II Small MS4 General Permit

Gilroy, Morgan Hill, and the portion of Santa Clara County that drains to the Pajaro River-Monterey Bay watershed, which includes the project site, are traditional permittees under the state's Phase II Small MS4 General Permit. Since these regions are located in RWQCB Region 3 (Central Coast Region), they are subject to the Central Coast Post-Construction Requirements pursuant to Provision E.12.k of the Phase II Permit. The Central Coast Post-Construction Requirements became effective in 2014 and are specific to the Central Coast Region. Post-construction controls are permanent features of a new development or redevelopment project designed to reduce pollutants in stormwater and/or erosive flows during the life of the project. Types of post-construction controls include low impact development (LID) site design, pollutant source control, stormwater treatment, and hydromodification management measures. The LID approach reduces stormwater runoff impacts by minimizing disturbed areas and impervious surfaces, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses).[58]

Water Resources Protection Ordinance and District Well Ordinance

The Santa Clara Valley Water District (Valley Water) operates as the flood control agency for Santa Clara County. Their stewardship also includes creek restoration, pollution prevention efforts, and groundwater recharge. Permits for well construction and destruction work, most exploratory boring for groundwater exploration, and projects within Valley Water property or easements are required under Valley Water's Water Resources Protection Ordinance and District Well Ordinance.

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to reduce impacts to hydrology and water quality from planned developments within the City of Morgan Hill.[59] The following goal and policies are applicable to the proposed project:

*Goal SSI-16:* Minimized adverse effects on property, natural resources, and ground and surface water quality from stormwater runoff.

*Policy SSI-16.2:* **Drainage System Capacity**. Ensure that the level of detention or retention provided on the site of any new development is compatible with the capacity of the regional storm drainage system.

*Policy SSI-16.3:* **Stormwater Management Plans**. Require a stormwater management plan for each proposed development, to be presented early in the development

[58] 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.
[59] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

process and describe the design, implementation, and maintenance of the local drainage facilities.

#### 4.10.1.2 *Existing Conditions*

**Hydrology and Drainage**

The City of Morgan Hill is divided into several hydrologically distinct drainage areas, with each having a system of conveyance facilities, pumps, and detention basins to collect and dispose the runoff. The stormwater runoff from these areas is collected and ultimately discharged into creeks that flow through the City and are tributary to either of the Monterey Bay or San Francisco Bay. The project site is in the Butterfield Channel storm drainage basin, which drains to Monterey Bay.[60]

The project site currently has 806,295 square feet of pervious surfaces consisting of non-native grasses and 50,530 square feet of impervious surfaces.

**Water Quality**

The water quality of ponds, creeks, streams, and other surface waterbodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as "non-point" source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Grading and excavation activities during construction of a project could increase the amount of surface water runoff (i.e., particles of fill or excavated soil) from the site, or could erode soil downgradient, if the flows are not controlled. Deposition of eroded material in water features could increase turbidity, thereby endangering aquatic life, and reducing wildlife habitat. Excessive precipitation can carry these non-point pollutants downstream.

**Groundwater**

The site is located in the Santa Clara Valley Subbasin of the Santa Clara Valley Groundwater Basin. The site is within the Coyote Valley Recharge Area designated by the Santa Clara Valley Water District (SCVWD).[61] The site does not contain aquifer recharge facilities, such as streams or ponds. According to the Geologic Impact Analysis completed by EMC Planning Group, Inc., groundwater lies at depths of approximately 20 to 30 feet beneath the project site.

**Flooding and Other Hazards**

The project site is not located within a 100-year flood hazard area. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM), the project site is located within Zone X which is an area of one percent annual chance flood with average depths of less than one foot or drainage areas less than one square mile.[62]

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[60] City of Morgan Hill. *2018 Storm Drainage System Master Plan.* September 2018.
[61] Santa Clara Valley Water District. *Groundwater Management Plan*. Adopted November 22, 2016. Accessed May 21, 2019. https://www.valleywater.org/your-water/where-your-water-comes-from/groundwater.
Groundwater recharge area = Area that supplies water to an aquifer in a groundwater basin.
[62] Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel #06085C0607H*. May 18, 2009.

A seiche is an oscillation of the surface of a lake or landlocked sea varying in period from a few minutes to several hours. There are no landlocked bodies of water near the project site that in the event of a seiche would affect the site. A tsunami is a series of water waves caused by the displacement of a body of water, such as an ocean or a large lake. Due to the immense volumes of water and energy involved, tsunamis can devastate coastal regions. The project site does not lie within a tsunami inundation hazard area.[63]

### 4.10.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
| 2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| 3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | ☐ | ☐ | ☒ | ☐ |
| – result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| – substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| – create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| – impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| 4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☒ |
| 5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

[63] California Emergency Management Agency. *California Official Tsunami Inundation Map.* Accessed February 24, 2020. https://www.conservation.ca.gov/cgs/tsunami/maps.

| | |
|---|---|
| **Impact HYD-1:** | The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)** |

**Construction Water Quality Impacts**

There is the potential for water quality impacts to occur during project construction. In addition to generating dust, litter, oil, and other pollutants that could contaminate runoff from the site, construction activities would increase the potential for erosion and sedimentation by disturbing and exposing underlying soil to the erosive forces of water and wind. Since construction of the proposed project would disturb more than one acre of soil, the project would be required to comply with the NPDES General Permit for Construction Activities.

In accordance with the City of Morgan Hill Standard Conditions of Approval and the NPDES General Permit for Construction Activities, Standard Condition GEO-3 (refer to Section 4.7 Geology and Soils), and Standard Conditions HYD-1 and HYD-2 are included in the project to reduce construction-related water quality impacts to a less than significant level.

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

The following BMPs shall be implemented during project construction:

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

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

- As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated

with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Land Development Engineering Divisions review. The SWPPP shall be made a part of the improvement plans. (SWRCB NPDES General Permit CA000002).

With the implementation of the above standard conditions, the project would not violate any water quality standards during construction. **(Less than Significant Impact)**

**Post-Construction Water Quality**

Stormwater runoff from urban uses such as the proposed project contains metals, pesticides, herbicides, and other contaminants such as oil, grease, lead, and animal waste. The project would add 417,740 square feet of impervious surface area, for a total of 468,270 square feet of impervious area on the project site. The project would, therefore, conform to the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements, which would ensure that increases in stormwater runoff pollutant loads, rates and volumes generated by the project's increase in impervious surface area on the site would be controlled through the implementation of pollutant source controls and low impact development (LID)-based treatment controls (see response to Impact HYD-3 for a further description of LID-based treatment controls). [64]

Conformance with the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements for implementing pollutant source controls and LID-based treatment controls would reduce impacts to post-construction water quality to a less than significant level. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact HYD-2:** | The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)** |

Since the site is mostly undeveloped, new development would substantially increase impervious surfaces, which could impact groundwater recharge. However, the project would be required to implement site design measures, LID, and best management practices (BMPs), which include infiltration features such as detention and retention basins, that would contribute to groundwater recharge and minimize stormwater runoff.

The highest depth to groundwater expected at the project site is 20 feet below the ground surface. The maximum depth of excavation, to install utilities building foundations, proposed is six feet

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

below the ground surface. The groundwater is deep enough such that ground disturbance during construction would not interfere with groundwater flow or expose any aquifers. The project site is not an aquifer recharge facility (i.e., streams or ponds); therefore, development of the project site would not substantially interfere with aquifer recharge. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact HYD-3:** | The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)** |

The project site currently contains 806,295 square feet of pervious surfaces and 50,520 square feet of impervious surfaces. With implementation of the proposed project, the project site would have 384,199 square feet of pervious surfaces and 468,270 square feet of impervious surfaces. The proposed project would lead to an increase in impervious surfaces, which could lead to an increase in stormwater runoff and alter the existing drainage pattern of the site.

According to the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements, projects that create or replace 22,500 square feet or more of impervious surface area require the applicant to incorporate post-construction controls into the design of the project and to manage post-development peak flows discharged from the site (hydromodification management). Post-construction controls are permanent features designed to reduce pollutants in stormwater and/or erosive flows during the life of the project. Types of post-construction controls include LID site design, pollutant source control, stormwater treatment, and hydromodification management measures. The LID approach reduces stormwater runoff impacts by minimizing disturbed areas and impervious surfaces, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses).[65] The LID treatment systems are required to be designed to retain stormwater runoff generated by the 85$^{th}$ percentile 24-hour storm event.

The project applicant will implement the following condition of approval to manage post-development peak flows:

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

With the implementation of Standard Conditions GEO-3, HYD-1, HYD-2, and HYD-3, the project would not result in substantial erosion during construction. For these reasons, the project would not

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

have a significant impact on the City's drainage systems or water quality. The final drainage system design for the proposed development would be subject to review and approval by the City of Morgan Hill Land Development Engineering Division, which confirms that the proposed drainage system for the project is consistent with the City's Storm Drainage Master Plan and standard stormwater-related conditions of approval. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact HYD-4:** | The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(No Impact)** |

The project site is located in Zone X designated by FEMA, which is not a 100-year flood hazard area. The project site is a flat parcel on the valley floor and is not in proximity to a large body of water. Additionally, the project site is not located within a designated tsunami inundation zone. The proposed project would, therefore, not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(No Impact)**

| | |
|---|---|
| **Impact HYD-5:** | The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)** |

As discussed in the responses to Impact HYD-1 and Impact HYD-3, the project would comply with the Central Coast RWQCB requirements and the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements. The project would not impact groundwater recharge and would not conflict with the SCVWD's 2016 Groundwater Management Plan. For these reasons, the project would not conflict with implementation of a water quality or groundwater management plan. **(Less than Significant Impact)**

## 4.11 LAND USE AND PLANNING

### 4.11.1 Environmental Setting

**South County Airport Comprehensive Land Use Plan**

A small portion of Morgan Hill extends into the Airport Influence Area (AIA) of the South County Airport, which is located in the unincorporated community of San Martin between Morgan Hill and Gilroy. The airport is operated by Santa Clara County and is used for general aviation, which includes all aviation activities other than commercial passenger flights, commuter/air taxi, and military uses.

The AIA includes all areas surrounding the airport that are affected by noise, height, and safety considerations. All development projects within the AIA must be reviewed by the Santa Clara County Airport Land Use Commission (ALUC) to ensure consistency with the Comprehensive Land Use Plan (CLUP). A small portion of the Morgan Hill City limits near Llagas Creek is located within the AIA. The Morgan Hill City limits are located outside of the airport's noise contours and safety zones.

The CLUP also establishes height restrictions for structures, and the area subject to these height restrictions is slightly greater than the AIA. Per Figure 6, FAR Part 77 Surfaces, of the CLUP, structures in the southern portion of the Morgan Hill City limits should not exceed the height limits of between 481 feet and 631 feet above mean sea level depending on the location of the structure.

The proposed project site is not located within an AIA of the CLUP and is not located within an FAA height restriction area for new structures.

#### 4.11.1.1 *Existing Conditions*

The 19.67-acre project site is located at 1 Juan Hernandez Drive in Morgan Hill and is bordered by streets, two-story attached single-family residences to the west, undeveloped land to the south, and an elementary school to the northeast, and U.S. Highway 101 to the east. The project site is currently undeveloped, with the exception of medical offices and associated parking lot on the southern corner of the site.

The site is designated as Service Commercial in the City's General Plan. The Service Commercial land use designation typically allows for retail businesses, administrative and executive office uses, and professional services, either in stand-alone buildings or as part of shopping centers. The project proposes a General Plan Amendment and Zoning Amendment from Service Commercial and Planned Development to Mixed-Use Flex and Planned Development. The Mixed-Use Flex designation would allow for a mix of residential, commercial, and office uses.

### 4.11.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Physically divide an established community? | ☐ | ☐ | ☒ | ☐ |
| 2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |

**Impact LU-1:** The project would not physically divide an established community. **(Less than Significant Impact)**

Examples of projects that have the potential to physically divide an established community are new freeways and highways, major arterial streets, and railroad lines. The project would construct multifamily residential, hospital, medical office, and retail/restaurant buildings. The mix of uses would provide convenient services to the surrounding residential community, as well as to the proposed residential uses and the medical offices/hospital uses. Therefore, the project is considered compatible with the existing uses and would not divide an established community. **(Less than Significant Impact)**

**Impact LU-2:** The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

The proposed project includes a General Plan and Zoning Amendment to change the site from a Service Commercial designation to a Mixed-Use Flex designation to allow for residential, commercial, and office uses. With approval of this change, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation. **(Less than Significant Impact)**

## 4.12 MINERAL RESOURCES

### 4.12.1 Environmental Setting

The project site is located in an urban area within the City of Morgan Hill. Mineral resource recovery activities do not occur on or near the project site, nor does the site contain any known mineral resources.

#### 4.12.1.1 *Regulatory Framework*

**State**

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

#### 4.12.1.2 *Existing Conditions*

The project site is located in an urban area within the City of Morgan Hill. Mineral resource recovery activities do not occur on or near the project site, nor does the site contain any known mineral resources.

### 4.12.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| 2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | ☐ | ☐ | ☐ | ☒ |

| | |
|---|---|
| **Impact MIN-1:** | The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)** |

Based on the United States Geological Survey (USGS) map of mines and mineral resources, the project site is not comprised of known mineral resources or mineral resource production areas.[66] The General Plan does not identify the project site or area as a mineral resource recovery site. Therefore, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the residents in the state or region. **(No Impact)**

| | |
|---|---|
| **Impact MIN-2:** | The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **(No Impact)** |

See discussion for Impact MIN-1. **(No Impact)**

[66] United States Geological Survey. *Mineral Resources Online Spatial Data: Interactive maps and downloadable data for regional and global Geology, Geochemistry, Geophysics, and Mineral Resources.* Available at https://mrdata.usgs.gov/general/map-us.html#home. Accessed February 6, 2020.

## 4.13 NOISE

The following discussion is based in part on a Noise and Vibration Assessment completed by Illingworth and Rodkin, Inc. on April 8, 2020. This report is included as Appendix D.

### 4.13.1 Environmental Setting

#### 4.13.1.1 *Background Information*

**Noise**

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including $L_{eq}$, DNL, or CNEL.[67] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). $L_{max}$ is the maximum A-weighted noise level during a measurement period.

**Vibration**

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

[67] $L_{eq}$ is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour $L_{eq}$.

### 4.13.1.2 *Regulatory Framework*

**Federal**

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

**Table 4.13-1: Groundborne Vibration Impact Criteria**

| Land Use Category | Groundborne Vibration Impact Levels (VdB inch/sec) | | |
|---|---|---|---|
| | Frequent Event | Occasional Events | Infrequent Events |
| **Category 1:** Buildings where vibration would interfere with interior operations | 65 | 65 | 65 |
| **Category 2:** Residences and buildings where people normally sleep | 72 | 75 | 80 |
| **Category 3:** Institutional land uses with primarily daytime use | 75 | 78 | 83 |

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.

**State and Local**

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 $L_{dn}$/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

California Green Building Standards Code

For commercial uses, CalGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA $L_{dn}$ or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to reduce noise and vibration impacts from planned developments within the City of Morgan Hill.[68] The following goal and policies are applicable to the proposed project:

*Goal SSI-8*: *An adaptive and resilient community that responds to climate change.*

*Policy SSI-8.1*: **Exterior Noise Level Standards**. Require new development projects to be designed and constructed to meet acceptable exterior noise level standards (as shown in Table SSI-1) as follows:

- Apply a maximum exterior noise level of 60 dBA $L_{dn}$ in residential areas where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). Where the City determines that providing a $L_{dn}$ of 60 dBA or lower cannot be achieved after the application of reasonable and feasible mitigation, a $L_{dn}$ of 65 dBA may be permitted.

*Policy SSI-8.2:* **Impact Evaluation**. The impact of proposed development project on existing land uses should be evaluated in terms of the potential for adverse community response based on significant increase in existing noise levels, regardless of compatibility guidelines.

*Policy SSI-8.3:* **Commercial and Industrial Noise Level Standards**. Evaluate interior noise levels in commercial and industrial structures on a case-by-case basis based on the use of the space.

*Policy SSI-8.4*: **Office Noise Level Standards**. Interior noise levels in office buildings should be maintained at 45 dBA $L_{eq}$ (hourly average) or less, rather than 45 dBA $L_{dn}$ (daily average).

*Policy SSI-8.5:* **Traffic Noise Level Standards**. Consider noise level increases resulting from traffic associated with new projects significant if: a) the noise level increase is 5 dBA $L_{dn}$ or greater, with a future noise level of less than 60 dBA $L_{dn}$, or b) the noise level increase is 3 dBA $L_{dn}$ or greater, with a future noise level of 60 dBA $L_{dn}$ or greater.

*Policy SSI-8.6:* **Stationary Noise Level Standards**. Consider noise levels produced by stationary noise sources associated with new projects significant if they substantially exceed existing ambient noise levels.

[68] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

*Policy SSI-8.7:* **Other Noise Sources**. Consider noise levels produced by other noise sources (such as ballfields) significant if an acoustical study demonstrates they would substantially exceed ambient noise levels.

*Policy SSI-8.9:* **Site Planning and Design**. Require attention to site planning and design techniques other than sound walls to reduce noise impacts, including: a) installing earth berms, b) increasing the distance between the noise source and the receiver; c) using non-sensitive structures such as parking lots, utility areas, and garages to shield noise-sensitive areas; d) orienting buildings to shield outdoor spaces from the noise source; and e) minimizing the noise at its source.

*Goal SSI-9:* Protection from noise associated with motor vehicles and railroad activity.

*Policy SSI-9.1*: **Techniques to Reduce Traffic Noise**. Use roadway design, traffic signalization, and other traffic planning techniques (such as limiting truck traffic in residential areas) to reduce noise caused by speed or acceleration of vehicles.

Policy SSI-9.3: **Sound Wall Design**. The maximum height of sound walls shall be eight feet. Residential projects adjacent to the freeway shall be designed to minimize sound wall height through location of a frontage road, use of two sound walls or other applicable measures. Sound wall design and location shall be coordinated for an entire project area and shall meet Caltrans noise attenuation criteria for a projected eight-lane freeway condition. If two sound walls are used, the first shall be located immediately adjacent to the freeway right-of-way and the second shall be located as necessary to meet Caltrans noise requirements for primary outdoor areas. The minimum rear yard setback to the second wall shall be 20 feet.

*Policy SSI-9.5*: **Noise Studies for Private Development**: In order to prevent significant noise impacts on neighborhood residents which are related to roadway extensions or construction of new roadways, require completion of a detailed noise study during project-level design to quantify noise levels generated by projects such as the Murphy Avenue extension to Mission View Drive and the Walnut Grove Extension to Diana Avenue. The study limits should include noise sensitive land uses adjacent to the project alignment as well as those along existing segments that would be connected to new segments. A significant impact would be identified where traffic noise levels would exceed the "normally acceptable" noise level standard for residential land uses and/or where ambient noise levels would be substantially increased with the project. Project specific mitigation measures could include, but not be limited to, considering the location of the planned roadway alignment relative to existing receivers in the vicinity, evaluating the use of noise barriers to attenuate project-generated traffic noise, and/or evaluating the use of "quiet pavement" to minimize traffic noise levels at the source. Mitigation should be designed

to reduce noise levels into compliance with "normally acceptable" levels for residential noise and land use compatibility.

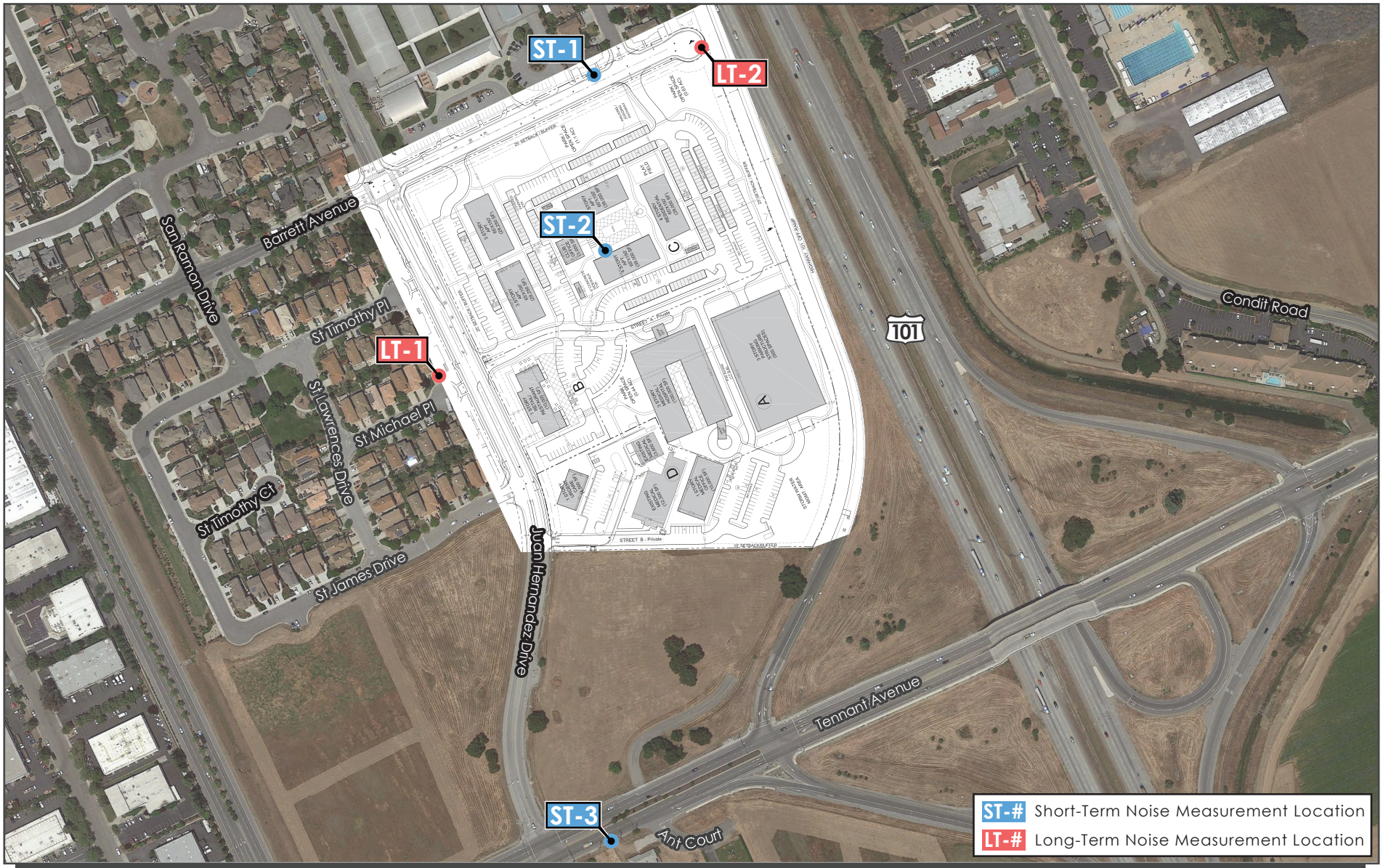
*Policy SSI-9.6:* **Earth Berms**. Allow and encourage earth berms in new development projects as an alternative to sound walls if adequate space is available.

*Policy SSI-9.7:* **Sound Barrier Design**. Require non-earthen sound barriers to be landscaped, vegetated, or otherwise designed and/or obscured to improve aesthetics and discourage graffiti and other vandalism.

#### 4.13.1.3 *Existing Conditions*

The predominant noise source at the project site and surrounding area is vehicular traffic along U.S. Highway 101. Secondary noise sources include traffic along Tennant Avenue. Local traffic along Barrett Avenue and Juan Hernandez Drive would also affect the noise environment at the site and surrounding area. Occasionally, overhead aircraft associated with the San Martin Airport are audible at the project site.

A noise monitoring survey was completed at the project site between Tuesday, September 24, 2019 and Thursday, September 26, 2019. The monitoring survey included two long-term noise measurements (LT-1 and LT-2) and three short-term noise measurements (ST-1 through ST-3), which are shown in Figure 4.13-1.




NOISE MEASUREMENT LOCATIONS | FIGURE 4.13-1

### 4.13.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project result in: | | | | |
| 1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| 2) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| 3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |

**Impact NOI-1:** The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

**Temporary Noise Increases**

Construction

Construction of the proposed project would include temporary noise impacts from site preparation, grading, trenching, building exterior and interior, and paving. The project is expected to be constructed in three phases starting January 2021 and ending August 2024. Noise impacts resulting from construction depend upon the noise generated by various pieces of equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g. early morning, evening, or nighttime hours), if the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth-moving activities and during the construction of the building's foundation when heavy equipment is used. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. The hauling of excavated materials and construction materials would generate truck trips on local roadways, as well. Table 4.13-2 shows

typical hourly average construction noise levels measured at a distance of 50 feet from the center of the active construction site. As shown in Table 4.13-2, typical hourly average construction-generated noise levels for residential buildings are about 81 to 88 dBA $L_{eq}$, as measured at a distance of 50 feet from the center of the site during busy construction periods (e.g., earth moving equipment, impact tools, etc.). For office buildings and hospitals, typical hourly average noise levels would range from 78 to 89 dBA $L_{eq}$, and for a parking structure, hourly average noise levels would range from 77 to 89 dBA $L_{eq}$. The typical range of maximum instantaneous noise levels for construction equipment used at this site would be 77 to 90 dBA $L_{max}$ at 50 feet, as shown in Table 4.13-3.

**Table 4.13-2: Typical Ranges of Construction Noise Levels at 50 Feet, $L_{eq}$ (dBA)**

| | **Domestic Housing** | | **Office Building, Hotel, Hospital, School, Public Works** | | **Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station** | | **Public Works Roads & Highways, Sewers, and Trenches** | |
|---|---|---|---|---|---|---|---|---|
| | **I** | **II** | **I** | **II** | **I** | **II** | **I** | **II** |
| Ground Clearing | 83 | 83 | 84 | 84 | 84 | 83 | 84 | 84 |
| Excavation | 88 | 75 | 89 | 79 | 89 | 71 | 88 | 78 |
| Foundations | 81 | 81 | 78 | 78 | 77 | 77 | 88 | 88 |
| Erection | 81 | 65 | 87 | 75 | 84 | 72 | 79 | 78 |
| Finishing | 88 | 72 | 89 | 75 | 89 | 74 | 84 | 84 |

**I** – All pertinent equipment present at site.

**II** – Minimum required equipment present at site.

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

| Table 4.13-3: Construction Equipment 50-foot Noise Emission Limits | | |
|---|---|---|
| **Equipment Category** | **$L_{max}$ Level (dBA)1,2** | **Impact/Continuous** |
| Arc Welder | 73 | Continuous |
| Auger Drill Rig | 85 | Continuous |
| Backhoe | 80 | Continuous |
| Bar Bender | 80 | Continuous |
| Boring Jack Power Unit | 80 | Continuous |
| Chain Saw | 85 | Continuous |
| Compressor[3] | 70 | Continuous |
| Compressor (other) | 80 | Continuous |
| Concrete Mixer | 85 | Continuous |
| Concrete Pump | 82 | Continuous |
| Concrete Saw | 90 | Continuous |
| Concrete Vibrator | 80 | Continuous |
| Crane | 85 | Continuous |
| Dozer | 85 | Continuous |
| Excavator | 85 | Continuous |
| Front End Loader | 80 | Continuous |
| Generator | 82 | Continuous |
| Generator (25 KVA or less) | 70 | Continuous |
| Gradall | 85 | Continuous |
| Grader | 85 | Continuous |
| Grinder Saw | 85 | Continuous |
| Horizontal Boring Hydro Jack | 80 | Continuous |
| Hydra Break Ram | 90 | Impact |
| Impact Pile Driver | 105 | Impact |
| Insitu Soil Sampling Rig | 84 | Continuous |
| Jackhammer | 85 | Impact |
| Mounted Impact Hammer (hoe ram) | 90 | Impact |
| Paver | 85 | Continuous |
| Pneumatic Tools | 85 | Continuous |
| Pumps | 77 | Continuous |
| Rock Drill | 85 | Continuous |
| Scraper | 85 | Continuous |
| Slurry Trenching Machine | 82 | Continuous |
| Soil Mix Drill Rig | 80 | Continuous |
| Street Sweeper | 80 | Continuous |
| Tractor | 84 | Continuous |
| Truck (dump, delivery) | 84 | Continuous |
| Vacuum Excavator Truck (vac-truck) | 85 | Continuous |
| Vibratory Compactor | 80 | Continuous |
| Vibratory Pile Driver | 95 | Continuous |
| All other equipment with engines larger than 5 HP | 85 | Continuous |

Notes:
1. Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.
2. Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.
3. Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Source: Mitigation of Nighttime Construction Noise, Vibrations and Other Nuisances, National Cooperative Highway Research Program, 1999.

Depending on the construction phasing for each parcel, on-site project buildings could potentially provide shielding for the surrounding residences. Further, if on-site parcels are completed and occupants reside while construction on other parcels is on-going, those on-site receptors would also be exposed to construction noise. However, details pertaining to the construction phasing were not available at the time of this study. Assuming worst-case conditions, no shielding effects were assumed for this analysis. Table 4.13-4 through Table 4.13-7 estimate noise levels for each of the parcels at the property lines of the nearest receiving land uses based on the hourly average noise levels shown in Table 4.13-2.

**Table 4.13-4: Estimated Construction Noise Levels at Nearby Land Uses during the Construction of Parcel A**

| Proposed Project Construction | Estimated Noise Levels at Nearby Land Uses, dBA $L_{eq}$ | | |
|---|---|---|---|
| | West Residential (485 to 695 feet) | South Residential (770 to 1,085 feet) | North Residence and School (760 to 815 feet) |
| Ground Clearing | 61 to 64 | 56 to 60 | 59 to 60 |
| Excavation | 48 to 69 | 44 to 65 | 47 to 65 |
| Foundations | 54 to 58 | 50 to 54 | 53 to 54 |
| Erection | 49 to 67 | 45 to 63 | 48 to 63 |
| Finishing | 51 to 69 | 47 to 65 | 50 to 65 |

**Table 4.13-5: Estimated Construction Noise Levels at Nearby Land Uses during the Construction of Parcel B**

| Proposed Project Construction | Estimated Noise Levels at Nearby Land Uses, dBA $L_{eq}$ | | |
|---|---|---|---|
| | West Residential (150 feet) | South Residential (1,085 feet) | North Residence and School (660 feet) |
| Ground Clearing | 75 | 57 | 62 |
| Excavation | 70 to 80 | 52 to 62 | 57 to 67 |
| Foundations | 69 | 51 | 56 |
| Erection | 66 to 78 | 48 to 60 | 53 to 65 |
| Finishing | 66 to 80 | 48 to 62 | 53 to 67 |

| Table 4.13-6: Estimated Construction Noise Levels at Nearby Land Uses during the Construction of Parcel C | | | |
|---|---|---|---|
| **Proposed Project Construction** | **Estimated Noise Levels at Nearby Land Uses, dBA $L_{eq}$** | | |
| | **West Residential (470 feet)** | **South Residential (1,445 feet)** | **North Residence and School (355 feet)** |
| Ground Clearing | 64 | 54 | 67 |
| Excavation | 56 to 69 | 46 to 59 | 59 to 72 |
| Foundations | 62 | 52 | 65 |
| Erection | 46 to 62 | 36 to 52 | 49 to 65 |
| Finishing | 53 to 69 | 43 to 59 | 56 to 72 |

| Table 4.13-7: Estimated Construction Noise Levels at Nearby Land Uses during the Construction of Parcel D | | | |
|---|---|---|---|
| **Proposed Project Construction** | **Estimated Noise Levels at Nearby Land Uses, dBA $L_{eq}$** | | |
| | **West Residential (160 feet)** | **South Residential (840 feet)** | **North Residence and School (900 feet)** |
| Ground Clearing | 74 | 60 | 59 |
| Excavation | 69 to 79 | 55 to 65 | 54 to 64 |
| Foundations | 68 | 54 | 53 |
| Erection | 65 to 77 | 51 to 63 | 50 to 62 |
| Finishing | 65 to 79 | 51 to 65 | 50 to 64 |

Construction noise levels at the nearby receptors would at times exceed the 60 dBA $L_{eq}$ and would potentially exceed ambient noise levels by more than five dBA $L_{eq}$ for a period of about three and a half years.

Construction activities would be completed in accordance with the provisions of the City's General Plan and Municipal Code, which limit temporary construction work to between the hours of 7:00 AM and 8:00 PM Monday through Friday, and between 9:00 AM to 6:00 PM on Saturday. Construction is prohibited on Sundays and federal holidays. Additionally, the following mitigation measure is required to reduce construction noise coming from the site and minimize disruption and annoyance at existing noise-sensitive receptors in the project vicinity.

**Mitigation Measure MM NOI-1.1:**

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

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

- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The implementation of the reasonable and feasible controls outlined above in MM NOI-1.1 would reduce construction noise levels emanating from the site by up to five dBA, minimizing disruption and annoyance. With implementation of this mitigation measure, as well as the Municipal Code limits on allowable construction hours, and recognizing that construction is temporary, construction would be a less than significant impact. **(Less than Significant Impact)**

**Permanent Noise Increases**

A significant permanent noise increase would occur if the project would substantially increase noise levels at existing sensitive receptors in the project vicinity. Based on General Plan Policy SSI-8.5, a substantial increase would occur if: a) the noise level increase is five dBA Ldn or greater, with a future noise level of less than 60 dBA Ldn at residences; or b) the noise level increase is three dBA Ldn or greater, with a future noise level of 60 dBA Ldn or greater at residences. Project-generated traffic noise was calculated by comparing the traffic volumes for all existing plus project scenarios along each roadway segment (included in the traffic study, which is found in Appendix E) to the existing volumes.

Traffic Noise

A traffic noise increase of two dBA $L_{dn}$ or less was calculated along each roadway segment included in the traffic study except for the segments of Juan Hernandez Drive, north of Tennant Avenue, north and south of St. James Drive, and south of Barrett Avenue; and Barrett Avenue, east and west of San Ramon Drive where an increase of three dBA $L_{dn}$ or more was calculated. However, the existing peak hour volumes along these segments are relatively low, and the high ambient noise levels in the vicinity range from 65 to 70 dBA $L_{dn}$. The noise level increase was estimated to be two dBA Ldn along Juan Hernandez Drive and Barrett Avenue after adding the measured day-night average noise level at LT-1 of 67 dBA Ldn to the Ldn noise level estimated from the Federal Highway Administration's Traffic Noise Model. Refer to Figure 4.13-1 above for the noise measurement locations. Therefore, the proposed project would not cause a substantial permanent noise level increase at noise-sensitive receptors in the project vicinity and would have a less than significant impact.

On-site Parking/Garage/Circulation

Noise sources within the proposed parking lots and garage parking structure would include vehicle circulation, engine starts, door slams, human voices, and occasional car alarms. The sound of slow-moving vehicles, engines starting, doors closing, and people talking in the parking lot would be expected to reach maximum levels of 50 to 60 dBA at a distance of 50 feet. The acoustic centers of the parking lots are assumed to be the center of the lots, as it is likely that most vehicles would be parked as close as possible to the project buildings. For this analysis, the distance from the center of

the nearest parking lot to the nearest surrounding noise-sensitive property line was used to estimate the parking lot noise impact.

Existing ambient noise levels at the nearest residential land uses to the west were measured to range from 60 to 67 dBA $L_{eq}$ during daytime hours and from 56 to 63 dBA $L_{eq}$ during nighttime hours (see LT-1), and the primary source of noise at this location was from traffic along U.S. Highway 101, with Juan Hernandez Drive being the secondary source. The estimated day-night average noise level at LT-1 was 67 dBA $L_{dn}$. These residences would have direct line-of-sight to residential parking lots and the restaurant parking lot. The distance from the nearest parking lot to residential property lines would be approximately 135 feet. At this distance, noise levels generated by parking and vehicle circulation would range from 41 to 51 dBA, which is below typical daytime and nighttime ambient noise levels. The day-night average noise level attributable to parking lot operations would be 59 dBA at the property line, conservatively assuming parking lot noise levels of 51 dBA $L_{eq}$ every hour in the 24-hour period. Additionally, parking lot noise would meet the 60 dBA standard established in Table 18.76-1 of the City's Municipal Code. Thus, this is a less than significant impact.

The existing residences to the north of the site, opposite Barrett Avenue are located along U.S. Highway 101 and represented by LT-2, which has daytime hourly average noise levels ranging from 77 to 81 dBA $L_{eq}$ and nighttime hourly average noise levels ranging from 73 to 79 dBA $L_{eq}$. The day-night average noise level at LT-2 was calculated to be 83 dBA $L_{dn}$. Additionally, the existing elementary school located north of Barrett Avenue, which operates during daytime hours only, is represented by ST-1. The daytime average noise level at ST-1 was measured to be 64 dBA $L_{eq}$, and the estimated day-night average noise level would be 67 dBA $L_{dn}$. The center of the nearest residential parking lot would be 205 feet from the nearest existing residential and elementary school property line. At this distance, the parking lot noise levels would range from 38 to 48 dBA $L_{eq}$, with a day-night average noise level of 54 dBA $L_{dn}$, assuming 48 dBA $L_{eq}$ each hour in a 24-hour period. These noise levels would be below the ambient noise levels and below the Municipal Code limit of 60 dBA; therefore, this would be a less-than-significant impact.

The nearest single-family residences to the south of the project site, represented by ST-3, would have a direct line-of-sight to the existing and future medical office building parking lots on Parcel D. Daytime ambient noise levels at this location was measured at 76 dBA $L_{eq}$, and the estimated day-night average noise level would be 83 dBA $L_{dn}$. The center of the nearest parking lot would be approximately 820 feet from the nearest residential property line along Tennant Avenue. At this distance, parking lot noise levels would range from 26 to 36 dBA. These parking lots could be used each hour in a 24-hour period since one of the proposed medical buildings would be an urgent care facility. Assuming 36 dBA would occur each hour in a 24-hour period, the day-night average noise level at the nearest residential property line south of the project site would be 42 dBA $L_{dn}$. Parking lot noise would be below ambient noise levels and the 60 dBA limit for residences; therefore, this would be a less than significant impact.

Due to the location of the parking garage along U.S. Highway 101 and that it is planned to be located away from all surrounding noise-sensitive receptors, which would be shielded from parking garage noise by the other project buildings, noise from vehicles in the parking garage would not result in a significant impact at existing noise-sensitive receptors.

Truck Deliveries

The proposed restaurant and retail building would likely require weekly truck deliveries. The noise study assumed one to two vendor trucks would make deliveries per week, and that truck deliveries would take place between the hours of 7:00 AM and 7:00 PM. It is assumed that deliveries would occur in the parking lot to the south of the one-story restaurant building. Vendor delivery trucks typically generate maximum noise levels of 60 to 65 dBA $L_{max}$ at a distance of 50 feet. Low speed truck noise results from a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck/trailer air brakes. The noise levels produced by backup alarms can vary depending on the type and directivity of the sound, but maximum noise levels are typically between 65 to 75 dBA $L_{max}$ at a distance of 50 feet.

The nearest residential property line, west of the project site, is approximately 100 feet from the nearest potential delivery zone. At this distance, maximum noise levels would range from 56 to 61 dBA $L_{max}$, with backup alarms reaching levels up to 71 dBA $L_{max}$. Assuming a delivery would take about 15 to 20 minutes, the hourly average noise level would be about 63 dBA $L_{eq}$, and assuming this would occur during one daytime hour in a 24-hour period, the day-night average noise level would be 50 dBA $L_{dn}$. With ambient hourly average noise levels ranging from 60 to 67 dBA $L_{eq}$ during daytime hours and a day-night average noise level of 67 dBA $L_{dn}$, the nearest residences would be exposed to delivery noise levels below ambient levels and below the 60 dBA threshold for residential land uses. This would be a less than significant impact.

Mechanical Equipment

The proposed project would be expected to include mechanical equipment for heating, ventilation, and air conditioning at the hospital and medical office building on Parcel A, at the restaurant on Parcel B, at each of the residential buildings on Parcel C, and at the urgent care facility on Parcel D. Additionally, emergency backup generator(s) are proposed for the site but the exact location and number of generators has not been finalized. At the time of this study, specific equipment, size, and any noise-suppressing features such as enclosures, mufflers, etc., were not available.

Typical mechanical equipment associated with hospital buildings produce total noise source levels ranging from about 63 to 67 dBA $L_{eq}$ at a distance of 50 feet. The nearest residential property line is approximately 400 feet from the nearest hospital façade. While most of the hospital would be shielded by the intervening project buildings, the worst-case scenario would assume the equipment to be located at the façade with direct exposure to the receiving property lines. At 400 feet, mechanical equipment noise generated at the hospital would range from 45 to 49 dBA. Assuming this equipment would operate continuously during daytime and nighttime hours, the day-night average noise level would be 55 dBA $L_{dn}$. These levels would be below the LT-1 ambient noise levels of 60 to 67 dBA $L_{eq}$ during daytime hours, and 56 to 63 dBA $L_{eq}$ during nighttime hours. The maximum noise level threshold of 60 dBA for receiving residential land uses would also be met. This would be a less than significant impact.

Three locations have been proposed for the emergency generator. Option 1, which is to the south of the parking garage, would be 745 feet or more from the nearest residential land use surrounding the site. This location would also be at least partially shielded by intervening existing and proposed on-site buildings. Option 2, which would be located to the north of the existing medical building, would

be 315 feet or more from the nearest surrounding residential property lines. This option would have direct line-of-sight to the nearest residences located to the east. Option 3, which would be south of the parking lot in the southeastern corner of the project site. The residence to the east, which would be 670 feet or more from the generator, would be mostly shielded by intervening existing and proposed on-site buildings. The single-family residences along Tennant Avenue would be 650 feet or more from the generator with direct line-of sight.

For purposes of this analysis, it is assumed that at 1,500 kilowatt emergency generator would be used for this project. A 1,500-kilowatt generator would typically generate noise levels up to 89 dBA at a distance of 50 feet, assuming no enclosure or noise control features. With the inclusion of sufficient noise control features, noise levels could be reduced to 65 dBA at 50 feet from the generator. Emergency generators are typically tested monthly for a period of one hour between 7:00 AM and 10:00 PM. Table 4.13-8 summarizes the worst-case noise levels at the property line of the nearest residential land use for each location option.

Based on measurements, Options 1 and 3 with a noise suppressor would be at or below the ambient noise levels and below the 60 dBA noise threshold established in the Municipal Code. Option 2, however, would exceed both ambient and maximum noise thresholds without a noise suppressor. Daytime ambient noise levels at ST-3, which would represent the south residences, was 76 dBA $L_{eq}$, and the estimated day-night average noise level would be 83 dBA $L_{dn}$. All options with a noise suppressor would be below the ambient noise levels and the 60 dBA threshold. Additionally, if the project includes all three generators instead of one, noise impacts would be similar since generators would be tested one at a time during the monthly tests.

As shown in Table 4.13-8, noise-suppressing features would be required to not exceed ambient noise levels and the 60 dBA noise level threshold.

**Table 4.13-8: Estimated Emergency Generator Noise Levels for All Location Options**

| Receptor | | Option 1 | | Option 2 | | Option 3 | |
|---|---|---|---|---|---|---|---|
| | | $L_{eq}$ | $L_{dn}$ | $L_{eq}$ | $L_{dn}$ | $L_{eq}$ | $L_{dn}$ |
| East Residence | No suppressor[a] | 66 dBA | 52 dBA | 73 dBA | 59 dBA | 67 dBA | 53 dBA |
| | With suppressor[a] | 42 dBA | 28 dBA | 49 dBA | 35 dBA | 43 dBA | 29 dBA |
| South Residence | No suppressor[a] | 64 dBA | 50 dBA | 64 dBA | 50 dBA | 67 dBA | 53 dBA |
| | With suppressor[a] | 40 dBA | 26 dBA | 40 dBA | 26 dBA | 43 dBA | 29 dBA |

[a] These values are based on manufacturer's noise level data for generators of 1500 kW capacity.

The medical office building on Parcel A, the restaurant on Parcel B, and the urgent care facility on Parcel D are one-story commercial buildings of similar size. Each of these would include ventilation systems, which would generate noise levels of 61 to 62 dBA at a distance of 20 feet. The medical office building would be more than 400 feet from the nearest residential land use and would be shielded by existing and proposed medical buildings. The restaurant/retail building would be 105 feet from the nearest residential property line, while the urgent care facility would be approximately 135

feet from the nearest residential property line. Therefore, the restaurant would represent the worst-case scenario. It is assumed that up to three ventilation units would operate simultaneously during daytime and nighttime hours. Under this assumption, mechanical equipment noise generated at the nearest façade of the restaurant/retail building would range from 51 to 52 dBA at 105 feet. The day-night average noise level, assuming 24-hour operations, would be 59 dBA $L_{dn}$. These levels would be below the LT-1 ambient noise levels of 60 to 67 dBA $L_{eq}$ during daytime hours, 56 to 63 dBA $L_{eq}$ during nighttime hours, and 67 dBA $L_{dn}$. The maximum noise level threshold of 60 dBA for receiving residential land uses would also be met. This would be a less than significant impact.

Typical residential HVAC units are anticipated to generate noise levels of 53 to 63 dBA at three feet from the equipment, depending on the equipment selected. Without knowing the specific locations for these units, the worst-case conditions were assumed for this analysis, which would be ground-level units located at either ends of each residential building. For multi-family residential buildings, it is typical for multiple HVAC units to operate simultaneously at any given time. Assuming up to eight units would operate simultaneously from the same relative location at the edge of the nearest residential building façade, the worst-case scenario was calculated by estimating HVAC noise levels to the property lines of the nearest existing land uses surrounding the site, which would be the residences to the east and the residences and elementary school to the north. The nearest surrounding property line would be approximately 170 feet from the nearest project building façade. At this distance, worst-case scenario HVAC equipment noise would range from 27 to 37 dBA. Assuming these noise levels would operate continuously during the daytime and nighttime hours, the day-night average noise level at the nearest receiving property line would be 43 dBA $L_{dn}$. These noise levels would be below daytime and nighttime ambient hourly average noise levels measured at LT-1, LT-2, and ST-1, as well as the day-night average noise levels estimated at these measurement locations. The mechanical equipment noise would also be below the noise level thresholds established in Table 18.76-1 of the City's Municipal Code.

**Impact NOI-2:** While the noise assessment determined that the mechanical equipment noise would be below the noise level thresholds established in Table 18.76-1 of the City's Municipal Code with implementation of MM NOI-1.1, the final location of the mechanical equipment has not been finalized. As a result, the following mitigation measure is included in the project.

**Mitigation Measures:** The following mitigation measure shall be implemented by the proposed project to avoid potential mechanical noise impacts to adjacent sensitive receptors:

**MM NOI-2.1:** A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA.

Implementation of mitigation measure MM NOI-1.2 would ensure compliance with the City's requirements, and therefore, the project would result in a less than significant permanent noise increase. **(Less than Significant Impact with Mitigation Incorporated)**

**Impact NOI-2:** The project would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact)**

The construction of the project may generate vibration when heavy equipment or impact tools are used. Construction activities would generally include site preparation work, foundation work, and new building framing and finishing. Pile driving, which can cause excessive vibration, is not anticipated as a foundation construction technique.

The California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards in order to reduce the potential for cosmetic damage to structures. Cosmetic damage is defined as hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects. A vibration limit of 0.3 in/sec PPV has been used for buildings that are found to be structurally sound but where structural damage is a major concern. Groundborne vibration levels exceeding 0.3 in/sec PPV at nearby buildings would have the potential to result in a significant vibration impact because such levels would be capable of cosmetically damaging adjacent buildings.

Construction vibration levels would vary depending on soil conditions, construction methods, and equipment. Table 4.13-9 presents typical vibration levels from construction equipment at 25 feet and 60 ft, which represents the distance of the nearest residential structure to the property line of the project site.

**Table 4.13-9: Vibration Levels for Construction Equipment at Various Distances**

| Equipment | | PPV at 25 ft. (in/sec) | PPV at 60 ft. (in/sec) |
|---|---|---|---|
| Clam shovel drop | | 0.202 | 0.077 |
| Hydromill (slurry wall) | in soil | 0.008 | 0.003 |
| | in rock | 0.017 | 0.006 |
| Vibratory Roller | | 0.210 | 0.080 |
| Hoe Ram | | 0.089 | 0.034 |
| Large bulldozer | | 0.089 | 0.034 |
| Caisson drilling | | 0.089 | 0.034 |
| Loaded trucks | | 0.076 | 0.029 |
| Jackhammer | | 0.035 | 0.013 |
| Small bulldozer | | 0.003 | 0.001 |

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc., September 2019.

Calculations were also made to estimate vibration levels at a distance of 60 feet (to represent the nearest residential buildings) to the north and west. Vibration levels are highest close to the source, and then attenuate with increasing distance. Project-generated vibration levels would fall below the 0.3 in/sec PPV threshold when construction activities producing the highest vibration levels (e.g., vibratory roller) are 20 feet or more from the project site. Neither cosmetic, minor, or major damage would occur at conventional buildings located 60 feet or more from the project site. For all these reasons, the project would have a less than significant impact. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact NOI-3:** | The project would not be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)** |

Reid-Hillview Airport and Mineta San José International Airport are located approximately 18 and 23 miles northwest of the project site, respectively. The San Martin Airport is located approximately 2.8 miles southeast of the project site. The site is located outside of each airport's planning boundary and 60 dBA CNEL noise contour. Noise levels resulting from aircraft are insignificant at the site and would be compatible with the proposed land uses. Therefore, this is a less-than-significant impact. **(Less than Significant Impact)**

## 4.14 POPULATION AND HOUSING

### 4.14.1 Environmental Setting

#### 4.14.1.1 *Regulatory Framework*

**State**

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[69]

**Regional and Local**

Plan Bay Area 2040

Plan Bay Area 2040 is a long-range transportation, land-use, and housing plan intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area 2040 promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).[70]

ABAG allocates regional housing needs to each city and county within the nine-county San Francisco Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population, and Housing, which is an integrated land use and transportation plan through the year 2040 (upon which Plan Bay Area 2040 is based).

Housing Crisis Act of 2019

The Housing Crisis Act of 2019, or Senate Bill (SB) 330, prohibits local agencies from disapproving or conditioning approval in a manner that renders infeasible a housing development project for very low, low-, or moderate- income households.

[69] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed March 18, 2020. http://hcd.ca.gov/community-development/housing-element/index.shtml.
[70] Association of Bay Area Governments and Metropolitan Transportation Commission. "Project Mapper." http://projectmapper.planbayarea.org/.

City of Morgan Hill 2035 General Plan

The following goals and policies related to population and housing is applicable to the proposed project:

*Goal CNF-3:* A growth management system that maintains a population cap, a metered pace of development, and high level of community amenities, and that is clear, fair, flexible, and streamlined.

*Policy CNF-3.4:* **Population Limit.** Plan for a January 1, 2035 population of 58,200 residents.

*Policy CNF-3.5:* **Rate of Growth.** Maintain steady and predictable annual growth consistent with the population limit.

*Policy CNF-3.6:* **Adequate Services and Infrastructure.** Allow residential growth only if it is within the ability for the City to provide adequate public services and infrastructure for new development and the community at large.

*Policy CNF-3.7:* **Jobs/Housing Balance.** Plan for residential growth that supports a healthy balance between residents and jobs located within Morgan Hill.

*Goal CNF-10:* A variety of housing types and densities available to all residents.

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

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

*Goal CNF-11:* High quality, aesthetically pleasing, livable, sustainable, well-planned residential neighborhoods, well-connected to neighborhood services.

*Policy CNF-11.2:* **Well-Designed Residential Neighborhoods.** Design residential neighborhoods so they are distinct and buffered from conflicting non-residential uses.

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

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

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

*Policy CNF-11.8:* **Multi-Modal Transportation System.** Require new subdivisions to contain a network of streets, sidewalks, trails, and transit facilities that accommodate all modes of transportation. Methods to achieve this may include:

- Incorporating complete streets designed for low vehicle speeds.
- Planting trees along both sides of streets.
- Installing bus stops, shelters, and benches in or adjacent to the project.
- Providing safe walking and bicycling routes to schools, parks, and other youth destinations.

*Goal CNF-13:* Mixed use flex developments that include a variety of uses and forms to foster a dynamic urban environment.

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

#### 4.14.1.2 *Existing Conditions*

Based on the California Department of Finance population estimates, the City's total population was approximately 45,724 in January 2019 and the average persons per household was an estimated 3.15.[71] The City grew in population by 2.4 percent from January 2018 to January 2019. Assuming the City's population would continue to grow at a rate of 2.4 percent now that SB 330 has superseded the City's RDCS growth control ordinance for the next five years, the forecasted 2020 population would be 46,821. By 2030, the population would potentially be 62,493.

[71] California Department of Finance. *E-1: City/County Population Estimates with Annual Percent Change - January 2018 and 2019*. Accessed March 19, 2020. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/.
California Department of Finance. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark. Table 2: E-5 City/County Population and Housing Estimates, 1/1/2019.* Accessed March 19, 2020. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/.

### 4.14.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |
| 2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☐ | ☒ |

**Impact POP-1:** The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less than Significant Impact)**

A project can induce substantial population growth by: 1) proposing new housing beyond projected or planned development levels, 2) generating demand for housing as a result of new businesses, 3) extending roads or other infrastructure to previously undeveloped areas, or 4) removing obstacles to population growth (i.e., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The existing general plan land use designation is Service Commercial, which does not allow for residential uses. The proposed project includes a General Plan Amendment to Mixed-Use Flex, which would allow a mix of residential, commercial, and office uses on the site. The project would construct 200 multi-family residential units and would lead to a net increase in local population by approximately 1,102 residents. A population increase of 1,102 persons would not be considered substantial unplanned population growth. Additionally, housing is considered a critical need in the Bay Area, and the proposed multi-family residential units would provide a housing option for employees of the proposed retail or hospital uses. Therefore, the project would have a less than significant impact. **(Less than Significant Impact)**

**Impact POP-2:** The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

Currently the site does not have existing residences, nor do the existing medical offices support residents. As mentioned under Impact POP-1, the proposed project would introduce 200 new multi-family residential units to the site, which would lead to an increase in approximately 1,102 residents.

Therefore, the proposed project would not displace people or necessitate the construction of replacement housing elsewhere. **(No Impact)**

## 4.15 PUBLIC SERVICES

### 4.15.1 Environmental Setting

#### 4.15.1.1 *Regulatory Framework*

**State**

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

**Regional and Local**

Countywide Trails Master Plan

The Santa Clara County Trails Master Plan Update is a regional trails plan approved by the Santa Clara County Board of Supervisors. It provides a framework for implementing the County's vision of providing a contiguous trail network that connects cities to one another, cities to the county's regional open space resources, County parks to other County parks, and the northern and southern urbanized regions of the County. The plan identifies regional trail routes, sub-regional trail routes, connector trail routes, and historic trails.

City of Morgan Hill 2035 General Plan

The following goal and policy related to public services is applicable to the proposed project:

*Goal SSI-11:* Efficient police, fire, and emergency medical response and services, and access to local medical facilities.

*Policy SSI-11.2:* **Prevention through Design**. Promote police and fire security considerations in all structures by ensuring that crime and fire prevention concepts are considered in development and design.

### 4.15.1.2 *Existing Conditions*

**Fire Protection**

The City of Morgan Hill contracts with the California Department of Forestry and Fire Protection (CalFire) for fire and emergency medical services. The City is served by three stations at the following locations: 1) El Toro Fire Station, located at 18300 Old Monterey Road (approximately 2.7 miles northwest of the site), 2) Dunne Hill Fire Station, located at 2100 East Dunne Avenue (approximately 2.6 miles east of the project site), and 3) 15670 Monterey Street (approximately 1.4 miles south of the project site). In general, the response time meets the current standard of eight minutes 95 percent of the time. Based on estimated driving times provided by Google Maps, the project site is located within three minutes driving distance of the 15670 Monterey Street Fire Station.

**Police Protection**

Police service is provided to the project site by the City of Morgan Hill Police Department (MHPD). The MHPD facility is located at 16200 Vineyard Boulevard, approximately one mile west of the project site. The department employs 27 sworn officers, six reserve offices and four civilian officers.[72] The Police Department's goal is to respond to Priority One calls within five minutes and Priority Two calls within eight minutes.[73] Priority One calls are reports of a crime in progress or where an injury has occurred and Priority Two calls are reports of felonies and other major calls.

**Schools**

The project site is located within the Morgan Hill Unified School District. The District has eight elementary schools, two middle schools, two comprehensive high schools, one continuation high school, and a community adult school, as well as a home-schooling program. The nearest school to the site is Barrett Elementary School, located immediately north of the project site, across Barrett Avenue.

**Parks**

The City owns 70 acres of developed park land and 59 acres of recreation facilities. The City maintains two community parks, five neighborhood parks, two neighborhood/school parks, and 15 mini-parks, in addition to its public trail system and open space. In addition to publicly owned park land, there is also a substantial amount of recreational land and open space in the City that is privately owned and maintained. The nearest park to the project site is Morgan Hill Community Park, located 1.5 miles to the west.

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[72] Morgan Hill Police Department. *Annual Report 2018*. Accessed March 19, 2020. http://www.morgan-hill.ca.gov/DocumentCenter/View/25376/2018-MHPD-Annual-Report.
[73] City of Morgan Hill. *Morgan Hill 2035 General Plan DEIR, Section 4.13.2 Police Protection Services.* January 2016.

The City also owns and operates special use facilities for recreational purposes. These facilities include the Morgan Hill Aquatics Center, Community and Cultural Center, the Centennial Recreation Center, the 38-acre Outdoor Sports Center, and Skateboard/BMX park. Many sports leagues and teams use Morgan Hill School District facilities after school hours and on weekends. These facilities include 12 baseball/softball fields, two football fields, two tracks, and four swimming pools. The nearest park and recreational facilities to the project site are the Morgan Hill Aquatics Center (16200 Condit Road) and the Morgan Hill Outdoor Sports Center (located at 16500 Condit Road). Both are located less than one mile east of the project site, across U.S. Highway 101.

### 4.15.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | |
| 1) Fire Protection? | ☐ | ☐ | ☒ | ☐ |
| 2) Police Protection? | ☐ | ☐ | ☒ | ☐ |
| 3) Schools? | ☐ | ☐ | ☒ | ☐ |
| 4) Parks? | ☐ | ☐ | ☒ | ☐ |
| 5) Other Public Facilities? | ☐ | ☐ | ☒ | ☐ |

**Impact PS-1:** The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **(Less than Significant Impact)**

Development of the project would be completed in conformance with current building and fire codes, including features that would reduce potential fire hazards. The project would result in an estimated increase in the local population of approximately 630 persons. As a result, there would be an incremental increase in demand on the Morgan Hill Fire Department. However, response times for fire protection services would not be substantially lowered as a result of the proposed project, due to its location in an urban area of Morgan Hill, nor would the project require construction of new facilities to ensure adequate service to the surrounding areas. The development would be reviewed by Morgan Hill Fire Department/CAL FIRE to ensure appropriate safety features to reduce fire hazards are included in the project. Given that the proposed project is surrounded by existing development, the proposed project would not substantially increase the demand for fire protection, or otherwise require construction or expansion of fire facilities. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact PS-2:** | The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **(Less than Significant Impact)** |

The development of the project site with 200 multi-family residential units would incrementally increase the need for police and protection services. However, this increase is not expected to be substantial. The Morgan Hill Police Department would review the development plans to ensure safety features to reduce the risk of criminal activity are incorporated into the project design. Therefore, the proposed project would not result in a significant increase in demand for police services or require the expansion or construction of police facilities. The project's potential impact on police services would be less than significant and would not require new or physically altered police facilities. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact PS-3:** | The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. **(Less than Significant Impact)** |

The proposed project would add 200 multi-family residential units and would result in a population growth of approximately 1,102 persons, which would likely increase the need for school capacity. School impact fees would be paid to the affected school districts prior to the issuance of a building permit by the City. School districts would then be responsible for implementing the specific methods for mitigating school impacts under the Government Code. The responsibility for payment of school impact fees would lie with the project applicant. By law, payment of the school impact fee is deemed adequate mitigation for school impacts from development. Fulfillment of this requirement would reduce the project's impacts to schools to a less than significant level. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact PS-4:** | The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **(Less than Significant Impact)** |

The City of Morgan Hill provides and maintains parkland and open space within the City for residents and visitors to enjoy. It is estimated that the project would generate approximately 1,102 net new residents. The project residents would be served by existing parks in the project area and other

open space and recreational facilities in the region. Additionally, the project proposes open space, passive park, and recreational areas within the project area for residents.

It is not anticipated that the project's incremental demand for park and recreational facilities in the area would result in the substantial, physical deterioration of existing park and recreational facilities or require the expansion or construction of new facilities. The developer would be required to pay applicable park in-lieu fees; thus, the impact is considered less than significant. **(Less Than Significant Impact)**

| | |
|---|---|
| **Impact PS-5:** | The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. **(Less than Significant Impact)** |

It can be reasonably expected that new residents of the proposed project would utilize nearby libraries and community centers. The demand on libraries and community centers in the area would be marginally increased as a result of the projected 1,102 new residents. However, demand for these facilities would not necessitate the construction of new facilities, or expansion of existing facilities, to accommodate future residents of the project. The existing libraries and community centers in Morgan Hill would be equipped to provide services to new residents of the proposed project. **(Less than Significant Impact)**

## 4.16 RECREATION

### 4.16.1 Environmental Setting

#### 4.16.1.1 *Regulatory Framework*

**State**

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

**Local**

City of Morgan Hill 2035 General Plan

The following goal and policies related to recreation is applicable to the proposed project:

*Goal HC-3:* Usable, complete, well-maintained, safe, and high-quality activities and amenities, including active and passive park and recreational facilities, community gardens, and trails that are accessible to all ages, functional abilities, and socio-economic groups.

*Policy HC-3.3:* **Park Land Fees.** Continue to require park land dedication or in-lieu fees from all new development to meet the recreation and open space needs of the residents of Morgan Hill.

*Policy HC-3.9:* **Open Space Requirements.** Require multi-family residential developments to include common open space suitable for group gatherings. Common open space shall be funded and maintained by Homeowners Associations or property owners

#### 4.16.1.2 *Existing Conditions*

The City owns 70 acres of developed park land and 59 acres of recreation facilities. The City maintains two community parks, five neighborhood parks, two neighborhood/school parks, and 15 mini-parks, in addition to its public trail system and open space. In addition to publicly owned park land, there is also a substantial amount of recreational land and open space in the City that is privately owned and maintained. The nearest park to the project site is Morgan Hill Community Park, located 1.5 miles to the west.

The City also owns and operates special use facilities for recreational purposes. These facilities include the Morgan Hill Aquatics Center, Community and Cultural Center, the Centennial Recreation Center, the 38-acre Outdoor Sports Center, and Skateboard/BMX park. Many sports leagues and

teams use Morgan Hill School District facilities after school hours and on weekends. These facilities include 12 baseball/softball fields, two football fields, two tracks, and four swimming pools. The nearest park and recreational facilities to the project site are the Morgan Hill Aquatics Center (16200 Condit Road) and the Morgan Hill Outdoor Sports Center (located at 16500 Condit Road). Both are located less than one mile east of the project site, across from U.S. Highway 101.

### 4.16.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| 1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| 2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

**Impact REC-1:** The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

As discussed in *Section 4.15 Public Services*, the proposed project would result in a population growth of 630 people and would incrementally increase the use of existing neighborhood parks, regional parks, and other recreational facilities. However, the project proposes open space, passive park, and recreational areas within the project area for residential uses. Additionally, the developer would pay applicable park in-lieu fees. For these reasons, the project would not increase the use of park and recreational facilities such that substantial physical deterioration would occur. **(Less than Significant Impact)**

**Impact REC-2:** The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(No Impact)**

The project would not result in the increase in use of recreational facilities such that the facilities would need to be expanded or newly constructed. **(No Impact)**

## 4.17 TRANSPORTATION

The following discussion is based in part on a Transportation Impact Analysis completed by Hexagon Transportation Consultants, Inc. on March 30, 2020. This report is included as Appendix E.

### 4.17.1 Environmental Setting

#### 4.17.1.1 *Regulatory Framework*

**State**

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions are required by Governor's Office of Planning and Research (OPR) to evaluate VMT on July 1, 2020.

**Regional and Local**

Congestion Management Program

VTA oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that urbanized counties in California prepare a CMP in order to obtain each county's share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management plan, a land use impact analysis program, and a capital improvement element. VTA has review responsibility for proposed development projects that are expected to affect CMP-designated intersections.

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to reduce noise and vibration impacts from planned developments within the City of Morgan Hill.[74] The following goal and policies are applicable to the proposed project:

*Goal TR-3*: *A coordinated, continuous network of streets and roads.*

*Policy TR-3.2*: **Safe and Complete Improvements**. Avoid creating incomplete public improvements that create public safety hazards.

*Policy TR-3.4*: **Level of Service Standards**. As the Level of Service (LOS) policy and design criteria for roadway improvements, use a Tiered LOS Standard as follows:

- LOS F in the Downtown at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Streets. This LOS standard in the Downtown recognizes the unique nature of and goals for Downtown Morgan Hill as the transit hub of the City and as a center for shopping, business, entertainment, civic and cultural events, and higher-density, mixed-use living opportunities. This standard does not preclude the City, developers, and property owners from voluntarily implementing improvements and employing operational strategies to improve level of service, especially at the Main/Monterey intersection, if and when land uses redevelop.

- LOS D for intersections and segments elsewhere; except:

    - Allow LOS E for identified freeway ramps/zones, road segments and intersections that (1) provide a transition to and are located on the periphery of downtown; (2) are freeway zone intersections; and/or (3) where achieving LOS D could result in interim intersection improvements which would be "over-built" once the City's circulation network has been completed, and/or would involve unacceptable impacts on existing buildings or existing or planned transportation facilities, including roads, sidewalks, bicycle and transit facilities; and/or would involve extraordinary costs to acquire land and existing buildings, and build the improvement in relation to benefits achieved; and/or the facility would be widened beyond requirements to serve local traffic, in that the facility accommodates a significant component of peak-hour sub-regional and regional through-traffic.

- In order to reduce the incentive for regional travel to be drawn off the

[74] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

freeway and onto local neighborhood streets, protect neighborhoods, avoid overbuilding intersections, and to create an incentive for using alternate modes of travel, LOS E during peak hours of travel is acceptable for the following identified freeway ramps, road segments, and intersections:

- 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; also, until closed: 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/DePaul Drive
- Dunne Avenue Freeway Zone: from Walnut Grove/East Dunne to Condit/East Dunne
- Tennant Avenue Freeway Zone: from Butterfield/Tennant to Condit/Tennant Freeway Ramps

Projects shall pay the City's standard traffic impact fees imposed on new developments in accordance with the adopted impact fee schedule.

Morgan Hill LOS Guidelines and Methodology

The City of Morgan Hill level of service methodology is TRAFFIX, which is based on the 2000 Highway Capacity Manual (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations based on average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of Morgan Hill methodology employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of intersections and freeway zones listed in General Plan Policy TR-3.4.

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

- The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under existing conditions to an unacceptable level (LOS E or F) under project conditions, or

- The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under existing conditions and the addition of project trips causes the average critical

delay to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01.

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

#### 4.17.1.2 *Existing Conditions*

**Existing Roadway Network**

Regional access to the project site is provided via U.S. Highway 101. Local access to the site is provided by Tennant Avenue, Barrett Avenue, San Pedro Avenue, Dunne Avenue, Monterey Road, Butterfield Boulevard, Juan Hernandez Drive, and Condit Road. These facilities are described below.

**U.S. Highway 101** is a north-south freeway extending northward to San Francisco and southward through Gilroy. U.S. Highway 101 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle [HOV] lane in each direction) north of Cochrane Road. South of Cochrane Road, it is a six-lane freeway with no HOV lanes. Access to and from the project area is provided via a full interchange at Tennant Avenue.

**Tennant Avenue** is a four to six lane major arterial road. Tennant Avenue extends from Monterey Road eastward to the east foothills, terminating at a T-intersection with Carey Avenue. West of Monterey Road, Tennant Avenue changes designation to Edmunson Avenue. Tennant Avenue provides regional access to the project site via its full interchange with US Highway 101.

**Barrett Avenue** is an east-west two-lane undivided roadway that extends from Railroad Avenue eastward to just west of U.S. Highway 101. East of U.S. Highway 101, Barrett Avenue continues eastward from west of Murphy Avenue to Trail Drive, in the east foothills, where it terminates. The posted speed limit on Barrett Avenue is 30 miles per hour (mph) and reduces to 25 mph in the vicinity of the Barrett Elementary School when children are present. Sidewalks on both sides of the street are found along Barrett Avenue, west of U.S. Highway 101, with the exception of two short segments along two undeveloped parcels located just east of Railroad Avenue. No sidewalks are found along Barrett Avenue, east of U.S. Highway 101. Barrett Avenue is the northern project site boundary and would provide emergency access to the project site via two driveways.

**San Pedro Avenue** is an east-west two-lane undivided roadway that extends from Monterey Road eastward to just west of U.S. Highway 101, then it continues again on the east side of U.S. Highway 101 to its terminus point at Hill Road. West of U.S. Highway 101, San Pedro Avenue has a posted speed limit of 35 mph. San Pedro Avenue would provide access to the project site via Butterfield Boulevard and via the future Juan Hernandez Drive extension.

**Dunne Avenue** is classified as a four-lane major arterial road, with the exception of the two-lane arterial segment between Del Monte Avenue and Peak Avenue. Dunne Avenue transverses the City extending from the east part of town to the west with a posted speed limit of 35 to 50 mph and sidewalks along both sides of the street. Bike lanes are found along both sides of Dunne Avenue

between Peak Avenue and Gallop Drive (east of U.S. Highway 101). Dunne Avenue would provide access to the project site via Butterfield Boulevard and Walnut Grove Avenue.

**Monterey Road** is classified as a four-lane major arterial road that runs directly through Morgan Hill. Monterey Road extends from Market Street in downtown San José to U.S. Highway 101 south of the City of Gilroy. Monterey Road has posted speed limits ranging from 25 to 50 mph. Within the downtown area (between Main Avenue and Dunne Avenue), sidewalks are present along both sides of the street. However, north and south of the downtown area, segments of sidewalks are missing along one or both sides of Monterey Road. The segment of Monterey Road between Main Avenue and Dunne Avenue is designated as a Class III facility bike route, while the segments of Monterey Road north of Main Avenue and south of Dunne Avenue provide Class II bike lanes along both sides of the street. Monterey Road would provide access to the project site via Tennant Avenue and Butterfield Boulevard.

**Butterfield Boulevard** is a north-south four-lane divided arterial roadway that begins in the northern part of town at its intersection with Cochrane Road and extends southward to its intersection with Monterey Road where it changes designation to Watsonville Road. Butterfield Boulevard has a posted speed limit of 45 mph. Along with Monterey Road, Butterfield Boulevard serves as a primary north-south route within the City of Morgan Hill. Butterfield Boulevard is planned to be extended north of Cochrane Road as a two-lane arterial to connect to Madrone Parkway. Bike lanes are currently provided along the entire length of Butterfield Boulevard. Butterfield Boulevard would provide access to the project site via Barrett Avenue and Tennant Avenue.

**Juan Hernandez** is a two-lane north-south undivided roadway that begins at Tennant Avenue and extends northward to north of San Vicente Drive where it currently terminates. Juan Hernandez Drive is planned to be extended northward from is current terminus point to connect to San Pedro Avenue. The posted speed limit on Juan Hernandez is 35 mph and reduces to 25 mph in the vicinity of Barrett Elementary School when children are present. Juan Hernandez Drive has sidewalks on both sides of the street, with the exception of the west side of the street between Tennant Avenue and St. James Drive. Being the western project site boundary, Juan Hernandez Drive would provide direct access to the project site via two driveways.

**Condit Road** is a two-lane north-south undivided roadway that extends from Tennant Avenue northward to Half Road (north of Main Street) where it currently terminates. Condit Road runs parallel to and east of U.S. Highway 101 with a posted speed limit of 45 mph. Condit Road would provide access to the project site via Tennant Avenue.

### Pedestrian and Bicycle Facilities

Pedestrian Facilities

Pedestrian facilities in the area consist of sidewalks and crosswalks. Crosswalks with pedestrian signal heads and American Disabilities Act (ADA) compliant ramps are located at all nearby signalized intersections. The project site is located within an area that is highly undeveloped. Residential neighborhoods are located both north and west of the project site, while parcels south of the project site are mainly undeveloped. Tennant Avenue, east of Butterfield Boulevard, is lined with

predominantly undeveloped parcels. As such, continuous sidewalks along some roadway segments in the vicinity of the project site are not available, particularly along undeveloped areas.

Bicycle Facilities

**Class I Trail or Path** is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. Class I bikeways are currently provided at the following locations:

- Along the west bank of Little Llagas Creek, extending from Watsonville Road and La Crosse Drive north to Spring Avenue.
- Along the east side of Butterfield Boulevard, between San Pedro Avenue and Central Avenue.
- An unpaved bike path, the Madrone Channel Trail, running along the east side of U.S. Highway 101, between Tennant Avenue and Cochrane Road.

**Class II Bike Lanes** are on-street striped bike lanes. Within the project vicinity, Class II bikeways are present along the following roadways:

- Tenant Avenue, from Olympic Drive to east of U.S. Highway 101
- Butterfield Boulevard, along its entire length
- Monterey Road, nearly its entire length within City of Morgan Hill limits, with the exception of the segment that runs through downtown between Dunne Avenue and Main Avenue
- Dunne Avenue, from Peak Avenue to east of Hill Road
- Main Avenue, from Peak Avenue to east of U.S. Highway 101

**Class III Bike Routes** are signed bike routes that provide a connection through residential, downtown, and rural/hillside areas to Class I and Class II facilities. Bike routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities. The segment of Monterey Road between Main Avenue and Dunne Avenue is designated as a bike route.

## Transit Service

Transit service within the City of Morgan Hill is provided by the VTA. Currently, no bus routes exist that provide direct service between the project site and other pedestrian destinations in Morgan Hill. The nearest bus stop (Route 87) is located 1.5 miles northwest of the project site.

### 4.17.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities? | ☐ | ☒ | ☐ | ☐ |
| 2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | ☐ | ☐ | ☐ | ☒ |
| 3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☒ | ☐ |
| 4) Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |

**Impact TRN-1:** The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. **(Less than Significant Impact with Mitigation Incorporated)**

The City of Morgan Hill does not currently have an adopted vehicle miles traveled (VMT) policy. The City's adopted transportation policy utilizes LOS as the metric by which the City determines the functionality of the roadway system and the effect of new development on the roadway network. The following discussion of LOS is provided as it pertains to consistency with the City's adopted LOS policy described in the General Plan.

The Transportation Impact Analysis (TIA) analyzed 14 signalized intersections, four unsignalized intersections, and one planned future intersection, as presented below in Table 4.17-2. Traffic conditions were analyzed for the weekday AM and PM peak hours of traffic. The weekday AM peak hour of traffic generally falls within the 7:00 to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 to 6:00 PM period. It is during these times that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated under the following conditions:

**Scenario 1:** *Existing Conditions.* Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with new manual turning-movement counts at study intersections for which recent counts were unavailable.

**Scenario 2:** *Existing Plus Project Conditions.* Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

**Scenario 3:** *Year 2035 General Plan No Project Conditions.* The conditions of this scenario include land use growth and transportation improvements associated with buildout of the City's General Plan.

**Scenario 4:** *Year 2035 General Plan with Project Conditions.* Year 2035 General Plan with Project conditions consists of General Plan traffic conditions with the addition of traffic due to the proposed project and its associated land use amendment for the project site.

### Project Trip Generation

Trip generation estimates are based on trip generation rates from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Tenth Edition. The estimates for the proposed project are shown in Table 4.17-1 below.

**Table 4.17-1: Project Trip Generation Estimates**

| Land Use | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|
| | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| Multifamily Housing (Mid-Rise) | 15 | 43 | **58** | 44 | 28 | **72** |
| High-Turnover (Sit-Down) Restaurant | 46 | 42 | **88** | 45 | 23 | **63** |
| Hospital | 73 | 28 | **101** | 29 | 75 | **104** |
| Medical-Dental Office Building | 56 | 16 | **72** | 25 | 65 | **90** |
| Urgent Clare Clinic | 11 | 3 | **14** | 3 | 9 | **12** |
| **Total** | 201 | 132 | **133** | 146 | 200 | **346** |
| Existing Medical Office Driveway Counts | 17 | 3 | **20** | 4 | 15 | **19** |
| **Net Project Trips (Proposed – Existing Driveway Counts)** | 184 | 129 | **313** | 142 | 185 | **327** |

### Intersection Level of Service Analysis

Existing Plus Project Conditions

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 4.17-2.

**Table 4.17-2: Study Intersections Level of Service – Existing Plus Project Conditions**

| No. | Intersection | Peak Hour | Existing | | Existing Plus Project | | |
|---|---|---|---|---|---|---|---|
| | | | **Average Delay** | **LOS** | **Average Delay** | **LOS** | **Increase in Critical V/C** |
| 1 | Tennant Avenue and Juan Hernandez Drive | AM | 10.5 | B | 10.9 | B | 0.072 |
| | | PM | 10.2 | B | 10.9 | B | 0.070 |
| 2 | Juan Hernandez Drive and St. James Drive | AM | 8.8 | A | 9.4 | A | N/A |
| | | PM | 8.7 | A | 9.2 | A | N/A |

| Table 4.17-2: Study Intersections Level of Service – Existing Plus Project Conditions | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | Existing | | Existing Plus Project | | |
| No. | Intersection | Peak Hour | Average Delay | LOS | Average Delay | LOS | Increase in Critical V/C |
| 3 | Juan Hernandez Drive and Barrett Avenue | AM<br>PM | 8.4<br>7.5 | A<br>A | 8.6<br>7.8 | A<br>A | N/A<br>N/A |
| 4 | Monterey Road and Watsonville Road/Butterfield Boulevard | AM<br>PM | 29.9<br>45.6 | C<br>D | 29.9<br>45.8 | C<br>D | 0.007<br>0.005 |
| 5 | Butterfield Boulevard and Tennant Avenue | AM<br>PM | 29.8<br>33.9 | C<br>C | 29.9<br>34.1 | C<br>C | 0.016<br>0.015 |
| 6 | Butterfield Boulevard and Barrett Avenue | AM<br>PM | 11.1<br>10.3 | B<br>B | 12.3<br>10.8 | B<br>B | 0.053<br>0.009 |
| 7 | Butterfield Boulevard and San Pedro | AM<br>PM | 13.0<br>13.2 | B<br>B | 13.0<br>13.2 | B<br>B | 0.009<br>0.013 |
| 8 | Butterfield Boulevard and Dunne Avenue | AM<br>PM | 35.5<br>31.7 | D<br>C | 35.3<br>31.9 | D<br>C | 0.016<br>0.014 |
| 9 | Butterfield Boulevard and Main Avenue | AM<br>PM | 27.6<br>29.8 | C<br>C | 27.7<br>30.3 | C<br>C | 0.008<br>0.015 |
| 10 | Monterey Road and Tennant Avenue/Edmunson Avenue | AM<br>PM | 23.3<br>35.2 | C<br>D | 23.5<br>35.3 | C<br>D | 0.005<br>0.002 |
| 11 | Tennant Avenue and Vineyard Avenue | AM<br>PM | 16.4<br>19.4 | B<br>B | 16.5<br>19.5 | B<br>B | 0.003<br>0.004 |
| 12 | Barrett Avenue and San Ramon Drive | AM<br>PM | 10.4<br>9.4 | B<br>A | 11.0<br>11.0 | B<br>B | N/A<br>N/A |
| 13 | Dunne Avenue and Walnut Grove Drive | AM<br>PM | 18.4<br>28.5 | B<br>C | 18.4<br>28.5 | B<br>C | 0.001<br>0.001 |
| 14 | Tennant Avenue and Condit Road | AM<br>PM | 14.7<br>14.6 | B<br>B | 15.1<br>15.2 | C<br>C | N/A<br>N/A |
| 15 | US 101 NB Ramps and Tennant Avenue | AM<br>PM | 11.6<br>11.1 | B<br>B | 12.4<br>11.4 | B<br>B | 0.018<br>0.025 |
| 16 | US 101 SB Ramps and Tennant Avenue | AM<br>PM | 21.5<br>19.7 | C<br>B | 22.2<br>20.2 | C<br>C | 0.037<br>0.041 |
| 17 | US 101 NB Ramps and Dunne Avenue | AM<br>PM | 5.3<br>11.8 | A<br>B | 5.3<br>11.8 | A<br>B | 0.001<br>0.001 |
| 18 | US 101 SB Ramps and Dunne Avenue | AM<br>PM | 20.9<br>11.8 | C<br>B | 20.9<br>18.8 | C<br>B | 0.000<br>0.000 |
| 19 | Juan Hernandez Drive and San Pedro Avenue (Future Intersection for 2035) | AM<br>PM | --<br>-- | --<br>-- | --<br>-- | --<br>-- | --<br>-- |

The project would not cause any intersections to degrade below acceptable level of service, therefore, no physical improvements are needed to maintain acceptable LOS.

Year 2035 General Plan Conditions

The Year 2035 General Plan conditions were analyzed with and without implementation of the proposed project.

| Table 4.17-3: Study Intersections Level of Service – Year 2035 General Plan Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| No. | Intersection | Year 2035 Control | 2035 General Plan No Project | | 2035 General Plan Plus Project | | | |
| | | | Delay | LOS | Average Delay | LOS | Increase in Critical Delay | Increase in Critical V/C |
| 1 | Tennant Avenue and Juan Hernandez Drive | Signal | 19.0<br>20.7 | B<br>C | 19.7<br>19.5 | B<br>B | 1.1<br>-1.4 | 0.015<br>-0.023 |
| 2 | Juan Hernandez Drive and St. James Drive | OWSC | 9.6<br>9.3 | A<br>A | 10.0<br>10.0 | B<br>B | N/A<br>N/A | N/A<br>N/A |
| 3 | Juan Hernandez Drive and Barrett Avenue | AWSC | 9.0<br>8.2 | A<br>A | 9.2<br>8.1 | A<br>A | N/A<br>N/A | N/A<br>N/A |
| 4 | Monterey Road and Watsonville Road/Butterfield Boulevard | Signal | 41.5<br>48.8 | D<br>D | 41.4<br>48.4 | D<br>D | -0.2<br>-0.5 | 0.000<br>-0.005 |
| 5 | Butterfield Boulevard and Tennant Avenue | Signal | 51.6<br>38.3 | D<br>D | 50.1<br>38.0 | D<br>D | -2.8<br>-0.9 | -0.015<br>-0.012 |
| 6 | Butterfield Boulevard and Barrett Avenue | Signal | 12.9<br>11.9 | B<br>B | 13.2<br>11.9 | B<br>B | 0.4<br>0.0 | 0.011<br>-0.003 |
| 7 | Butterfield Boulevard and San Pedro | Signal | 13.6<br>14.8 | B<br>B | 13.6<br>14.9 | B<br>B | 0.0<br>0.2 | 0.006<br>0.004 |
| 8 | Butterfield Boulevard and Dunne Avenue | Signal | 38.9<br>34.6 | D<br>C | 39.0<br>34.6 | D<br>C | 0.5<br>0.0 | 0.009<br>0.001 |
| 9 | Butterfield Boulevard and Main Avenue | Signal | 30.8<br>36.3 | C<br>D | 30.7<br>35.7 | C<br>D | -0.3<br>-0.8 | -0.002<br>-0.007 |
| 10 | Monterey Road and Tennant Avenue/Edmunson Avenue | Signal | 23.9<br>36.4 | C<br>D | 24.0<br>36.4 | C<br>D | 0.1<br>0.1 | 0.001<br>-0.001 |
| 11 | Tennant Avenue and Vineyard Avenue | Signal | 17.2<br>20.2 | B<br>C | 17.3<br>20.2 | B<br>C | 0.1<br>0.0 | 0.003<br>0.002 |
| 12 | Barrett Avenue and San Ramon Drive | TWSC | 11.3<br>10.2 | B<br>B | 11.5<br>10.3 | B<br>B | N/A<br>N/A | N/A<br>N/A |
| 13 | Dunne Avenue and Walnut Grove Drive | Signal | 20.1<br>28.1 | C<br>C | 20.4<br>28.1 | C<br>C | 0.4<br>0.1 | 0.010<br>0.002 |
| 14 | Tennant Avenue and Condit Road | OWSC | 24.2<br>76.0 | C<br>F | 24.2<br>77.3 | C<br>F | N/A<br>N/A | N/A<br>N/A |
| 15 | US 101 NB Ramps and Tennant Avenue | Signal | 12.1<br>10.4 | B<br>B | 11.8<br>10.4 | B<br>B | -0.2<br>0.0 | -0.012<br>0.002 |
| 16 | US 101 SB Ramps and Tennant Avenue | Signal | 31.2<br>31.1 | C<br>C | 31.2<br>31.0 | C<br>C | -0.1<br>-0.2 | 0.000<br>-0.003 |
| 17 | US 101 NB Ramps and Dunne Avenue | Signal | 7.4<br>10.7 | A<br>B | 6.7<br>10.8 | A<br>B | -0.7<br>0.1 | 0.008<br>-0.006 |

| Table 4.17-3: Study Intersections Level of Service – Year 2035 General Plan Conditions | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| No. | Intersection | Year 2035 Control | 2035 General Plan No Project | | 2035 General Plan Plus Project | | | |
| | | | Delay | LOS | Average Delay | LOS | Increase in Critical Delay | Increase in Critical V/C |
| 18 | US 101 SB Ramps and Dunne Avenue | Signal | 21.7<br>22.8 | C<br>C | 21.9<br>22.4 | C<br>C | 0.3<br>-0.8 | 0.010<br>-0.015 |
| 19 | Juan Hernandez Drive and San Pedro Avenue (Future Intersection for 2035) | OWSC | 9.6<br>9.7 | A<br>A | 9.7<br>9.7 | A<br>A | N/A<br>N/A | N/A<br>N/A |

The results shown in Table 4.17-3 show that the Tennant Avenue and Condit Road intersection is projected to operate at an unacceptable level of service (LOS F) and have peak-hour traffic volume levels that warrant installation of a traffic signal during PM peak-hour under both Year 2035 General Plan without and with project conditions.

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

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

### Impacts to Pedestrian, Bicycle and Transit Facilities

Pedestrian Facilities

The proposed project would generate new pedestrian traffic. The existing sidewalks along both sides of Barrett Avenue and crosswalks at the Juan Hernandez Drive/Barrett Avenue intersection, in conjunction with proposed on-site sidewalks would provide a connection between the project's residential area and the sidewalks on Barrett Avenue. These improvements would provide a continuous and safety-enhanced access between the project site and Barrett Elementary School.

Pedestrian destinations along Butterfield Boulevard could be accessed via the continuous sidewalks on Barrett Avenue. Pedestrian access to the commercial areas along Tennant Avenue, however, would be challenging due to the discontinuous pedestrian network, forcing pedestrians to walk along the edge of undeveloped parcels. The lack of a continuous pedestrian network off-site would affect pedestrian access to and from the project site. The lack of connectivity between the project site and

nearby pedestrian destinations could potentially discourage pedestrian activity, or force pedestrians to walk along undeveloped roadway shoulders and/or within the street. The following Condition of Approval would lessen the impact.

Condition of Approval:

- Ensure all existing and proposed curb ramps along the project site frontage, and at intersections providing direct access to the project site, are upgraded to comply with ADA standards.

Bicycle Facilities

The proposed project could increase the demand on bicycle facilities in the vicinity of the project site. The TIA estimated that the project would generate no more than three new bicycle trips during peak hours, based on an assumption that bicycle trips would comprise no more than one percent of the total project-generated trips. The potential increase in bicycle trips would not have an adverse effect on the existing or future bicycle facilities and would not require new off-site bicycle facilities; therefore, this is a less than significant impact.

Transit Facilities

The proposed project is estimated to result in three to four new transit riders during AM and PM peak hours. However, no bus routes currently exist that provide direct service between the project site and other pedestrian destinations in Morgan Hill. There is currently only one local bus route serving the City of Morgan Hill with the nearest bus stop to the project site located approximately 1.5 miles away. This does not have a significant impact; however, future development provides an opportunity for VTA to expand the existing service area to include the project site.

Implementation of the mitigation measure described above, and adherence to City of Morgan Hill standards and requirements, would reduce impacts to less-than-significant levels. **(Less than Significant Impact with Mitigation Incorporated)**

| | |
|---|---|
| **Impact TRN-2:** | The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(No Impact)** |

VMT is identified in CEQA Guidelines Section 15064.3 as the most appropriate measure of transportation impacts. Per the CEQA Guidelines Section 15064.3, agencies are required to evaluate VMT starting July 1, 2020. The City has not yet adopted a standard approach or guidelines to evaluate a project's VMT impact. Therefore, the proposed project is not in conflict with CEQA Guidelines Section 15064.3, Subdivision (b). **(No Impact)**

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

The proposed development would be accessed by two driveways along Juan Hernandez Drive. Driveway 1 is currently located along the southern project site boundary, approximately 100 feet south of St. James Drive and 700 feet north of Tennant Avenue and is the existing driveway that provides access to the current uses on the site. The City Department of Public Works recommends Driveway 1 to be relocated and aligned with St. James Drive to the north. Driveway 1 would continue to provide access to the existing buildings on site, in addition to the proposed urgent care building, additional medical office space, second hospital drop-off area, and secondary access to the hospital parking structure. The potential relocation of Driveway 1 would not result in any secondary environmental impacts, such as tree removal.

The main driveway, Driveway 2, would be located in the middle of the project site frontage, approximately 500 feet south of Barrett Avenue and 300 feet north of St. James Drive. Driveway 2 would include an inbound southbound left-turn lane along Juan Hernandez Drive and two outbound lanes plus one receiving lane on site. Driveway 2 would provide access to the residential units, the retail/restaurant space, the hospital drop-off area, and the hospital parking structure. Based on the City of Morgan Hill Street Design Standards, a minimum width of 16 feet and maximum width of 36 feet is allowed for the project driveways.[75] The project would comply with the City's design standards. The project driveways would provide adequate width for site access and not result in hazards. The project does not include sharp curves or incompatible uses. Therefore, the project would not increase hazards due to its geometric design. **(Less Than Significant Impact)**

| | |
|---|---|
| **Impact TRN-4:** | The project would not result in inadequate emergency access. **(No Impact)** |

The two proposed driveways along Barrett Avenue would provide adequate emergency access to the site. These two emergency access only driveways, in conjunction with the other two driveways proposed along Juan Hernandez Drive, would provide a total of four access points for emergency vehicles to access any part of the project site. By adhering to the City of Morgan Hill's standards and requirements for emergency access, the proposed site access points and layout of the surface parking areas would be adequate to accommodate circulation of both passenger and emergency vehicles. **(No Impact)**

[75] City of Morgan Hill. *Street Design Standards*. Accessed April 2, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/805/3-Street-Design-Standards?bidId=

## 4.18 TRIBAL CULTURAL RESOURCES

### 4.18.1 Environmental Setting

#### 4.18.1.1 *Regulatory Framework*

**State**

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

Senate Bill 18

The intent of SB 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions, including General Plan Amendments, and to provide notice to tribes at certain key points in the planning process.

**Local**

City of Morgan Hill 2035 General Plan

The Morgan Hill 2035 General Plan includes goals, policies, and actions to avoid significant impacts to tribal cultural resources within the City of Morgan Hill.[76] The following goal and policies are applicable to the proposed project:

[76] City of Morgan Hill. *City of Morgan Hill 2035 General Plan.* Adopted July 27, 2016. Accessed February 12, 2020. https://www.morgan-hill.ca.gov/DocumentCenter/View/22839/MH2035-General-Plan---December-2017?bidId.

*Goal HC-8:* *Historic identity and cultural resources that are preserved for future generations.*

*Policy HC-8.4:* **Tribal Consultation.** Consult with Native American tribes that have ancestral ties to Morgan Hill regarding proposed new development projects and land use policy changes.

*Policy HC-8.5:* **Mitigation.** Require that if cultural resources, including tribal, archaeological, or paleontological resources, are uncovered during grading or other on-site excavation activities, construction shall stop until appropriate mitigation is implemented.

#### 4.18.1.2 *Existing Conditions*

AB 52 requires lead agencies to conduct formal consultations with California Native American tribes during the CEQA process to identify tribal cultural resources that may be subject to significant impacts as a result of a project. This consultation requirement applies only if the tribes have sent written requests for notification of projects to the lead agency. The City of Morgan Hill has not been contacted for notification and consultation by a tribe pursuant to AB 52.

SB 18 requires the City to consult with culturally-affiliated tribes regarding the proposed General Plan Amendment. The SB 18 consultation process is independent of CEQA, and must be completed prior to the City Council's consideration of the General Plan Amendment.

### 4.18.2 <u>Impact Discussion</u>

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| 1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? | ☐ | ☐ | ☒ | ☐ |

| | | | | |
|---|---|---|---|---|
| 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☐ | ☐ | ☒ | ☐ |

| | |
|---|---|
| **Impact TCR-1:** | The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact)** |

As described in Section 4.18.1, no tribes have requested notice under AB 52 and no known tribal cultural resources are present on-site. The City initiated the SB 18 consultation process on January 29, 2020. No responses or requests for consultation have been received by the City.

However, in the event of the unintentional discovery of undocumented human remains, measures listed under Standard Condition CUL-1 would be implemented. For these reasons, the project would not cause an adverse change in the significance of tribal cultural resources listed on the California Register or City of Morgan Hill historic properties inventory. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact TCR-2:** | The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact)** |

As discussed in the response to Impact TCR-1, there are no known tribal cultural resources on-site. The project would, therefore, have a less than significant impact in the significance of a tribal cultural resource. **(Less than Significant Impact)**

## 4.19 UTILITIES AND SERVICE SYSTEMS

### 4.19.1 Environmental Setting

#### 4.19.1.1 *Regulatory Framework*

**State**

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Morgan Hill adopted its most recent UWMP in August 2016.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

**Local**

City of Morgan Hill 2035 General Plan

The following goals and policies to reduce impacts to utilities are applicable to the proposed project:

*Goal SSI-14:* High quality water resources, managed effectively.

*Policy SSI-14.5:* **Water Supply**. Routinely evaluate the impact of new development proposals in Morgan Hill and require appropriate measures (fees, water supply assessments, etc.) to ensure long-term water supplies are available.

*Policy SSI-14.8:* **Sufficient Supply**. Ensure that new development does not exceed the water supply.

*Goal SSI-16:* Minimized adverse effects on property, natural resources, and ground and surface water quality from stormwater runoff.

*Policy SSI-16.2:* **Drainage System Capacity**. Ensure that the level of detention or retention provided on the site of any new development is compatible with the capacity of the regional storm drainage system.

#### 4.19.1.2 *Existing Conditions*

**Water Service**

The City of Morgan Hill provides potable water service to its residential, commercial, industrial, and institutional customers within the City limits. The City's water system facilities include 17 groundwater wells, 12 potable water storage tanks, 10 booster stations, and over 180 miles of pressured pipes ranging from two to 14 inches in diameter. The City's water distribution system meets the needs of existing customers. In anticipation of future growth, the City has planned and constructed water projects in conjunction with new street construction.

The City of Morgan Hill relies on groundwater as its sole source of supply. The City relies on water imports from the State Water Project and the federal Central Valley Project for the purpose of groundwater recharge of the sub-basins that supply water to the City (Coyote Valley sub-area of the Santa Clara sub-basin and the Llagas sub-basin). The City's 2015 Urban Water Management Plan (UWMP) identified potential shortages which may occur during prolonged years of drought, however, upon implementation of water shortage contingency actions these shortages in supply can be mitigated in dry-year and multiple dry-year scenarios.[77]

The project site contains medical offices and associated landscaping that utilizes approximately 6,500 gallons per day (gpd) of the City's water supply.[78] The project would connect to an existing 10-inch water pipe located in Juan Hernandez Drive.

**Wastewater**

The City of Morgan Hill sewer collection system consists of approximately 160 miles of four-inch through 30-inch diameter sewers, three miles of force mains, and 14 sewage lift stations. The "backbone" of the system consists of the trunk sewers, generally 12-inches in diameter and larger, that convey the collected wastewater flows south to the South County Regional Wastewater

[77] City of Morgan Hill. *2015 Urban Water Management Plan.* August 2016.
[78] CalEEMod. Appendix D: Default Data Tables. Table 9.1: Water Use Rates. October 2017.
Medical office land use
Indoor water use: 125,481 gal / 1000 sf X 15,900 sf = 1,995,148 gal/yr = 5,466 gpd
Outdoor water use: 23,901 gal / 1000 sf X 15,900 sf = 380,026 gal/yr = 1,041 gpd

Authority (SCRWA) Wastewater Treatment Plant.[79,80] The treatment plant provides service to the cities of Morgan Hill and Gilroy. The treatment plant has capacity to treat an average dry weather flow (ADWF) of 8.5 million gallons per day (mgd) and is currently permitted by the Central Coast RWQCB to treat up to 8.5 mgd.[81] Currently, Morgan Hill is allocated 42 percent of the treatment plant's 8.5 mgd capacity, amounting to 3.6 mgd. In 2016, the ADFW in the City was 2.35 mgd, leaving approximately 1.2 mgd of allowable growth within the City's General Plan before capacity at the plant is reached.[82]

### Storm Drainage

The City of Morgan Hill is divided into several hydrologically distinct drainage areas. Each drainage area has a system of curb and gutter facilities, inlets, conveyance facilities, pumps, and detention basins to collect and dispose of runoff. The stormwater runoff from these areas is ultimately discharged into creeks that flow through the City and are tributary to either Monterey Bay or San Francisco Bay. The drainage areas include Coyote Creek, Fisher Creek, Tennant Creek, Madrone Channel, Butterfield Channel, West Little Llagas Creek, and Llagas Creek.

The project site is located in the Butterfield Channel storm drainage basin, which drains to Monterey Bay.[83] There is an existing 27-inch storm drain on Juan Hernandez Drive and an 18-inch storm drain on Barrett Avenue. These are designed to handle a 10-year storm event.

### Solid Waste

Recology South Valley provides solid waste and recycling services to the residents and businesses of the City. Recology South Valley is contracted with the Salinas Valley Solid Waste Authority for the disposal of municipal solid waste at Johnson Canyon Sanitary Landfill. Johnson Canyon Sanitary Landfill is expected to reach capacity in 2055.[84] Currently, the project site generates approximately 171 tons of solid waste per year (0.47 tons per day or 940 pounds per day).[85]

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[79] City of Morgan Hill. *Sewer System Master Plan.* October 2017.
[80] City of Morgan Hill. *City Council State Report 2163: Accept Report Regarding Wastewater System Needs and Rate Study Schedule*. May 18, 2019.
[81] Santa Clara Valley Water District. *US Bureau of Reclamation WaterSMART Title XVI Water Reclamation and Reuse Program Funding FY 2017, FOA BOR-DO-17-F002. South Santa Clara County Recycled Water Project (Phases 1B and 2A)*. December 15, 2016. Accessed May 18, 2019. https://www.usbr.gov/watersmart/title/docs/applications/authorized/2017/F002-007santaclara.pdf
[82] City of Morgan Hill. *Madrone Parkway Carpenters Training Center Project: IS/MND.* September 2019.
[83] City of Morgan Hill. *2018 Storm Drainage System Master Plan.* September 2018.
[84] CalRecycle. *SWIS Facility Detail: Johnson Canyon Sanitary Landfill (27-AA-0005)*. Accessed March 18, 2020. https://www2.calrecycle.ca.gov/swfacilities/Directory/27-AA-0005.
[85] CalEEMod. Appendix D: Default Data Tables. Table 10.1: Solid Waste Disposal Rates. October 2017. Medical land use: 0.0108 tons X 15,900 square feet existing = 171.72 tons per year

### 4.19.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| Would the project: | | | | |
| 1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| 2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | ☐ | ☐ | ☒ | ☐ |
| 3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | ☐ | ☐ | ☒ | ☐ |
| 4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | ☐ | ☐ | ☒ | ☐ |
| 5) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

**Impact UTL-1:** The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

The proposed project would install new water lines, sanitary sewer lines, and storm drains that would connect to existing utility lines on Juan Hernandez Drive and Barrett Avenue. The proposed project would utilize existing utility connections to connect to the electric power, natural gas lines, and telecommunication facilities.

**Storm Drainage**

The on-site storm drains would connect to the existing storm drain on Juan Hernandez Drive, and the project proposes a stormwater management area on the southwest corner of the project site. The project would be consistent with the City's Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements and Storm Drainage Master Plan, and,

therefore, would not cause the City's storm drainage system to exceed capacity. The on-site retention would be designed to convey a 10-year storm event. The City's existing storm drainage system has the capacity to serve the site. The proposed project would not require expansion of the City's existing storm drainage system. **(Less Than Significant Impact)**

**Electric Power, Natural Gas, and Telecommunications**

The project would connect to existing electric power, and telecommunication lines in the project area. The project does not propose relocation of these utilities. Therefore, the project would not result in a significant environmental effect from the construction or relocation of electricity or telecommunication utilities. In response to the growing climate crisis, the City has determined that natural gas use in local buildings, which accounts for approximately one-third of the community's carbon footprint, represents the City's greatest opportunity to reduce future greenhouse gas emissions. Requiring all new buildings to be constructed without natural gas will dramatically reduce future emission growth as electricity procured by Silicon Valley Clean Energy is 100% carbon free. The City Council adopted Ordinance No. 2306 on November 6, 2019, which prohibits natural gas infrastructure in new buildings. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact UTL-2:** | The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)** |

The proposed project would demand approximately 88,845 gallons of water per day for indoor use and 31,577 gallons of water per day for outdoor use, for a total demand of 120,422 gpd.[86] Water demand was calculated using standard water use rates from the California Emissions Estimator Model (CalEEMod). Per CEQA Guidelines Section 15155, a Water Supply Analysis would be required for projects that demand an amount of water equivalent to the amount of water required by a 500-unit residential development. A 500-unit development would have a water demand of approximately 53 million gallons of water per year (approximately 145,500 gpd).[87]

Furthermore, the UWMP determined that there was sufficient water to accommodate buildout of the uses identified in the general plan. The proposed site was considered for commercial development in

[86] CalEEMod. Appendix D: Default Data Tables. Table 9.1: Water Use Rates. October 2017.
Apartment land use
Indoor water use: 65,146 gallons X 200 dwelling units = 13,030,800 gallons/year = 35,700 gpd
Outdoor water use: 41,075 gallons X 200 dwelling units = 8,215,000 gal/yr = 22,507 gpd
Hospital land use
Indoor water use: 125,481 gal / 1000 square feet X 104,500 square feet = 13,112,660 gal/yr = 35,925 gpd
Outdoor water use: 23,901 gal / 1000 sf X 104,500 sf = 2,497,655 gal/yr = 6,843 gpd
Medical office land use
Indoor water use: 125,481 gal / 1000 sf X 25,900 sf = 3,429,958 gal/yr = 8,904 gpd
Outdoor water use: 23,901 gal / 1000 sf X 25,900 sf = 619,036 gal/yr = 1,696 gpd
Quality restaurant land use
Indoor water use: 303,534 gal / 1000 sf X 10,000 sf = 3,035,350 gal/yr = 8,316 gpd
Outdoor water use: 19,374 gal / 1000 sf X 10,000 sf = 193,740 gal/yr = 531 gpd

[87] CalEEMod. Appendix D: Default Data Tables. Table 9.1: Water Use Rates. October 2017.
Apartment land use
Indoor water use: 65,146 gallons X 500 dwelling units = 32,573,000 gallons/year = 89,241 gpd
Outdoor water use: 41,075 gallons X 500 dwelling units = 20,537,500 gal/yr = 56,267 gpd

the general plan. The proposed project includes a General Plan Amendment to allow for the development of 200 residential units, hospital and medical offices, and restaurant/commercial uses. These uses would not significantly increase water demand compared to the water demand of the originally anticipated commercial development. Therefore, the project would have sufficient water supplies available to serve the site. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact UTL-3:** | The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)** |

The proposed project would generate approximately 75,520 gallons of wastewater per day.[88] As discussed in Section 4.19.1, the ADFW in the City is approximately 2.35 mgd, leaving approximately 1.2 mgd of allowable growth within the City's General Plan before capacity at the plant is reached. The City's General Plan EIR determined that the wastewater generated at buildout would be 5.31 mgd by 2035. According to these projections, future wastewater flows from buildout would exceed the current design of permitted treatment capacity. However, the SCRWA is planning to fund, design, and construct expansion of the facility by 2025. Therefore, after expansion of the SCRWA, the project would not adversely affect the functionality or the capacity of the existing wastewater treatment system. **(Less Than Significant Impact)**

| | |
|---|---|
| **Impact UTL-4:** | The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)** |

The City of Morgan Hill is contracted with Recology South Valley to provide solid waste disposal and recycling service within the City. Recology South Valley would dispose of solid waste from the City at Johnson Canyon Sanitary Landfill, which has a projected permitted capacity of approximately 13,830,000 cubic yards and is expected to remain open through 2055.[89]

Solid waste generation was calculated using standard solid waste rates from the California Emissions Estimator Model (CalEEMod). The proposed project would generate approximately 92 tons (184,000 pounds) of solid waste per year from 200 multi-family residential units; 1,129 tons (2,258,000 pounds) of solid waste per year from the hospital and urgent care building; 108 tons (216,000 pounds) per year from the new medical offices; and 9.1 tons (18,200 pounds) per year from the restaurant.[90] This totals up to approximately 1,338 tons per year or 7,330 pounds per day.

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[88] Assumes wastewater is equal to 85 percent of the potable water use on-site.
[89] CalRecycle. *SWIS Facility Detail: Johnson Canyon Sanitary Landfill (27-AA-0005)*. Accessed March 18, 2020. https://www2.calrecycle.ca.gov/swfacilities/Directory/27-AA-0005.
[90] CalEEMod. Appendix D: Default Data Tables. Table 10.1: Solid Waste Disposal Rates.
Apartment land use: 0.46 tons X 200 proposed dwelling units = 92 tons per year
Hospital land use: 0.0108 tons X 104,500 square feet proposed = 1,129 tons per year
Medical office land use: 0.0108 tons X 10,000 square feet proposed = 108 tons per year
Quality restaurant: 0.00091 X 10,000 square feet proposed = 9.1 tons per year

Despite the increase in annual solid waste production, the proposed development would be served by a landfill with adequate capacity to serve the project site. The Morgan Hill General Plan EIR indicates that at full buildout, the City's solid waste generation would result in less than three percent of the total capacity of the landfill facilities. Additionally, the proposed project uses would be required to direct and recycle waste consistent with federal, state, and local requirements. Thus, the project would not impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

| | |
|---|---|
| **Impact UTL-5:** | The project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)** |

As mentioned under Impact UTL-4, the proposed project would comply with regulations related to solid waste. **(Less than Significant Impact)**

## 4.20 WILDFIRE

### 4.20.1 Environmental Setting

#### 4.20.1.1 *Existing Conditions*

The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project site is not located in a FHSZ.[91]

### 4.20.2 Impact Discussion

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| 1) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| 2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☐ | ☒ |
| 3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | ☐ | ☐ | ☐ | ☒ |
| 4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☐ | ☒ |

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

[91] California Board of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Accessed February 6, 2020. http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones.

## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

| | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|---|---|---|
| 1) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | ☐ | ☒ | ☐ | ☐ |
| 2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | ☐ | ☒ | ☐ | ☐ |
| 3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☒ | ☐ | ☐ |

**Impact MFS-1:** The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in the previous sections of this Initial Study, the proposed project would not degrade the quality of the environment with implementation of identified Standard Permit Conditions and mitigation measures. As discussed in Section 4.4, Biological Resources, with implementation of the identified mitigation measures (**MM BIO-1.1** and **MM BIO-1.2**, and **MM BIO-5.1** and **MM BIO-5.2)**, the project would not significantly impact sensitive habitats or species. As discussed in Section 4.5, Cultural Resources, with implementation of the identified standard measures, the project would result in a less than significant impact on archaeological resources. The project would have no impact on historic or tribal cultural resources. The project would not result in new or more significant impacts than identified in the General Plan EIR. **(Less Than Significant Impact with Mitigation)**

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| **Impact MFS-2:** | The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)** |

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." This Initial Study evaluates the environmental impacts of the proposed mixed-use project. This Initial Study also takes into account other past, pending, and probable future projects whose impacts could combine to produce cumulative impacts.

**Resource Topics not Impacted by the Project**

The project would result in no wildfire hazards and would have no impact on agricultural resources, mineral resources, recreational facilities or tribal cultural resources; therefore, the project has no potential to combine with other projects to result in cumulative impacts to those resources. **(No Cumulative Impact)**

**Cumulative Air Quality Impacts**

By its very nature, air pollution is largely a cumulative impact. The geographic area for cumulative air quality impacts is the San Francisco Bay Area Air Basin. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The project would emit criteria air pollutants and contribute to the overall regional emissions of these pollutants. The project-level thresholds identified by BAAQMD (which the project's impacts were compared to in Section 4.3, Air Quality) are the basis for determining whether a project has a cumulatively considerable contribution to the existing cumulatively significant air quality impact. The project's construction and operational criteria air pollutant emissions would be below BAAQMD thresholds for these pollutants. Additionally, the project would implement mitigation measure MM AIR-3.1 and Standard Condition AIR-1 to reduce impacts to sensitive receptors to a less-than-significant level. Therefore, the project would result in a less than cumulatively considerable contribution to significant regional air quality impact. **(Less Than Cumulatively Considerable Contribution to a Significant Cumulative Impact)**

**Cumulative GHG Impacts**

The proposed project and past, present, present and future development projects worldwide contribute to global climate change. No single project is sufficient in size to, by itself, change the global average temperature. Therefore, due to the nature of GHG impacts, a significant project impact is a significant cumulative impact. As discussed in Section 4.8, Greenhouse Gas Emissions, the project's operational emissions would exceed the 660 MT of $CO_2e$ per year bright-line threshold (for 2030). However, implementation of MM GHG-1.1 would reduce impacts to less-than-significant levels. The project would, therefore, not result in significant GHG impact. For these reasons, the

project would not result in a cumulatively considerable contribution to a significant cumulative GHG impact. **(Less Than Significant Cumulative Impact with Mitigation Incorporated)**

### Cumulative Cultural Resources and Geology Impacts

The project would have no impact on historic resources and, therefore, would not combine impacts to these resources with other projects or contribute to any cumulative impacts to these resources. **(No Cumulative Impact).**

The geographic area for cumulative archaeological resources and human remains impacts are locations with approximately 1,000 feet of the site. Any proposed projects would be required to implement standard permit conditions to reduce potential impacts to archaeological resources and human remains during construction to less than significant. The combined project would, therefore, have a less than significant cumulative impact on archaeological resources and human remains. **(Less Than Significant Cumulative Impact)**

The geographic area for cumulative geological impacts would be locations adjacent to the site, since geological impacts are limited to the project site and adjacent properties. There are no other current or future projects immediately adjacent to the project site. Therefore, the project has no potential to combine impacts to geological resources or soils with other projects. **(No Cumulative Impact)**

### Cumulative Hydrology and Utilities Impacts

The geographic area for cumulative hydrology and water quality impacts is the Butterfield Channel drainage basin. Cumulative developments near the project would be subject to similar hydrological and urban runoff conditions. All projects occurring within Morgan Hill would be required to implement the same standard conditions and measures related to construction water quality as the proposed project (including preparation of a SWPPP if disturbance if greater than one acre). In addition, all current and probable future projects that would disturb more than one acre of soil or replace/add more at least 10,000 square feet of impervious surfaces would be required to meet applicable Central Coast RWQCB requirements and the City's Storm Drainage Manual requirements on a project-specific basis. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative hydrology or water quality impacts. **(Less than Significant Cumulative Impact)**

The geographic area for cumulative utility and service systems is the City boundaries. The project would contribute to cumulative demands on utilities and service systems (water, sewer, solid waste, storm drainage). Implementation of the proposed project would not cause the City to exceed water demand projections, which are primarily based on population and employment growth disclosed in the City's most recent Urban Water Management Plan.

The City's share of the South County Regional Wastewater Authority Wastewater Treatment Plant's treatment capacity is 3.6 mgd. The ADFW in the City is approximately 2.35 mgd, leaving approximately 1.2 mgd of allowable growth within the City before capacity at the plant is reached. The City's General Plan EIR determined that the wastewater generated at buildout would be 5.31 mgd by 2035. According to these projections, future wastewater flows from buildout would exceed the current design of permitted treatment capacity. However, the SCRWA is planning to fund,

design, and construct expansion of the facility by 2025. Therefore, the combined projects would not result in a significant cumulative impact to the Wastewater Treatment Plant.

The final drainage system design for each of the cumulative projects would be subject to review and approval by the City of Morgan Hill Land Development Engineering Division, who would confirm that the proposed drainage system for each project is consistent with the City's stormwater-related conditions of approval and NPDES regulations. Therefore, the combined projects would not result in a significant cumulative impact to storm drainage systems.

As discussed in the Section 4.19, Utilities and Service Systems, the landfills serving the project site and the City as a whole, have remaining capacity to serve the region through 2055. Based on the above reasons, the combined projects would not result in significant cumulative impacts to the City's water, sewer, solid waste and storm drainage facilities. **(Less Than Significant Cumulative Impact)**

The project would not relocate natural gas, electricity or telecommunications lines. The project would not combine impacts to these utility lines with other projects, therefore, no cumulative impacts to these utilities would result from the combined projects. **(No Cumulative Impact)**

### Cumulative Biological Resources Impacts

The geographic area for cumulative impacts to trees includes the project site and adjacent parcels. There are no current or reasonably foreseeable projects adjacent to the project site. Therefore, the project would not have the potential to result in combined impacts to trees. **(No Cumulative Impact)**

The geographic area for cumulative impacts to sensitive habitats such as wetland, riparian habitats, and serpentine habitats, and special-status species would be Santa Clara County. The project would have no impact on riparian, wetland habitats or special-status species, and therefore, would not combine impacts to these habitats with other projects elsewhere. **(No Cumulative Impact)**

The project applicant would pay applicable Habitat Plan fees to offset the cumulative effects of nitrogen deposition from new vehicle trips to serpentine habitats protected by the Habitat Plan. **(Less Than Significant Cumulative Impact)**

The geographic area for cumulative impacts to migratory wildlife would be Santa Clara County. Construction of projects throughout the County, including the proposed project, could result in a significant cumulative impact on nesting birds. Each project is subject to federal, state, and local regulations (including the MBTA, Fish and Game Code, and CEQA), which would avoid and/or minimize impacts to nesting birds. The project, with the implementation of mitigation measure **MM BIO-1.1 and MM BIO-1.2** to comply with the MBTA and Fish and Game Code, would not result in a cumulatively considerable contribution to a significant cumulative impact to nesting birds. **(Less Than Cumulatively Considerable Contribution to Significant Cumulative Impact)**

### Cumulative Population and Housing Impacts

The geographic area for cumulative population and housing impacts is defined as the City of Morgan Hill. As discussed in Section 4.14 Population and Housing, the proposed project would increase population growth by approximately 1,102 persons. The proposed project includes General Plan and

Zoning Amendments to allow for the residential and medical uses. The proposed project would not cause the City to exceed planned growth projections. Assuming the City's population would continue to grow at a rate of 2.4 percent now that SB 330 has superseded the City's RDCS growth control ordinance for the next five years, the forecasted 2020 population would be 46,821. By 2030, the population potentially would be 62,493. Therefore, there would not be significant cumulative population impacts. (**Less Than Significant Cumulative Impact)**

### Cumulative Public Services Impacts

The geographic area for cumulative public services and recreation facilities is the City's boundaries. The proposed project would accommodate approximately 1,102 residents, in addition to pedestrians, visitors, and 472 employees of the medical and commercial uses. The project would, therefore, result in an incremental demand for fire protection and police services. The project would be built to applicable fire code standards. The City would review plans and conduct construction inspections to ensure that new development complies with existing building and fire code requirements and public safety requirements for all of the cumulative projects. The cumulative projects would comply with General Plan policies pertaining to public safety. For these reasons, the combined effects of police and fire service demands by the cumulative projects (including the proposed project) would result in a less than significant cumulative impact on police and fire services and facilities. **(Less Than Significant Cumulative Impact)**

### Cumulative Land Use Impacts

The project would not physically divide a neighborhood; therefore, it would not combine impacts to a neighborhood with other projects. The proposed project includes General Plan and Zoning amendments. The proposed project would conform with applicable land use plans, policies, and regulations for the purpose of avoiding or mitigating environmental impacts. For these reasons, the combined projects would result in a less than significant cumulative land use impact. (**Less Than Significant Cumulative Impact)**

### Cumulative Hazards and Hazardous Materials and Impacts

The geographic area for cumulative hazardous materials impacts would be within 1,000 feet of the project site. Pesticide chemicals and metals could be present on-site based on previous agricultural activities conducted at the site. With the implementation of required mitigation measures and compliance with state and federal regulations, the combined projects would not result in a significant cumulative impact related to hazardous materials. **(Less Than Significant Cumulative Impact)**

The project would not result in an aircraft hazard given the project site is not located within an AIA of a Comprehensive Land Use Plan and is not located within an FAA height restriction area for new structures. The project would, therefore, not result in cumulative impacts due to aircraft hazards when combined with the impacts of other projects. **(No Cumulative Impact)**

### Cumulative Noise Impacts

The geographic area for cumulative noise impacts is approximately a 1,000 feet radius from the site.

Construction

While cumulative projects could be constructed at the same time as the proposed project and result in a temporary construction noise increase, all projects would be required to implement best management practices discussion in Section 4.13, *Noise*. Construction of the proposed project would take approximately 48 months, and there could be an overlap in construction with any potential nearby projects. However, with implementation of standard conditions and mitigation measures identified in Section 4.13, *Noise*, the cumulative projects would have a less than significant cumulative construction noise impact on noise sensitive receptors near the site. **(Less Than Significant Cumulative Impact with Mitigation Incorporated)**

Operation

A significant cumulative traffic noise impact would occur if two criteria are met: 1) if the cumulative traffic noise level increase was 3 dBA $L_{dn}$ or greater for future levels exceeding 60 dBA $L_{dn}$ or was 5 dBA $L_{dn}$ or greater for future levels at or below 60 dBA $L_{dn}$; and 2) if the project would make a "cumulatively considerable" contribution to the overall traffic noise increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA $L_{dn}$ or more attributable solely to the proposed project.

Cumulative traffic noise level increases were calculated by comparing the cumulative traffic volumes and the cumulative plus project volumes to existing traffic volumes. FHWA's TNM was used to model the cumulative and cumulative plus project scenarios along Juan Hernandez Drive, north of Tennant Avenue, north and south of St. James Drive, and north and south of Barrett Avenue; along St. James Drive, west of Juan Hernandez Drive; along Barrett Avenue, west of Juan Hernandez Drive, and east and west of San Ramon Drive. Using the same energy summation methodology as described above, the estimated noise level increase under both cumulative scenarios (with and without the project) for all segments would be 2 dBA $L_{dn}$ or less when compared to the existing peak hour traffic volumes. The increase would be less than 3 dBA $L_{dn}$ and would be the same for both cumulative and cumulative plus project scenarios. Therefore, the project would result in a less than cumulatively considerable contribution to a significant cumulative traffic noise impact. **(Less Than Significant Cumulative Impact)**

**Cumulative Traffic Impacts**

The geographic area for cumulative transportation resource impacts includes the project site and its surrounding area. The proposed project and any future projects would be consistent with applicable General Plan policies regarding circulation and, therefore, would not result in a cumulative conflict with those policies. All cumulative projects (including the project) would comply with current building and fire codes and be reviewed by the Fire Department to ensure adequate emergency access. For these reasons, the cumulative projects would not result in a significant cumulative impact to emergency access. **(Less than Significant Cumulative Impact)**

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| **Impact MFS-3:** | The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)** |

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Pursuant to this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazardous materials, and noise. Implementation of the best management practices, standard permit conditions, mitigation measures, and adherence to General Plan, City Code, and state and federal regulations described in these sections of the report, would avoid significant impacts. No other direct or indirect adverse effects on human beings have been identified. **(Less Than Significant Impact with Mitigation Incorporated)**

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# SECTION 6.0 LEAD AGENCY AND CONSULTANTS

## 6.1 LEAD AGENCY

**City of Morgan Hill**
Adam Paszkowski, Principal Planner

## 6.2 CONSULTANTS

**David J. Powers & Associates, Inc.**
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Akoni Danielsen, Principal Project Manager
Julie Wright, Senior Project Manager
Maria Kisyova, Researcher

**Hexagon Transportation Consultants, Inc.**
Robert Del Rio, Vice President

**Illingworth & Rodkin, Inc.**
James Reyff, Air Quality Consultant
Michael Thill, Noise Consultant
Carrie Janello, Senior Consultant
Mimi McNamara, Staff Consultant

**WRA, Inc.**
Leslie Lazarotti, Senior Associate Biologist
Elan Alford, Biologist

# SECTION 7.0 ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| 2017 CAP | Bay Area 2017 Clean Air Plan |
| AB | Assembly Bill |
| ABAG | Association of Bay Area Governments |
| ACM | Asbestos containing material |
| ADFW | average dry weather flow |
| AIA | Airport Influence Area |
| ALUC | Airport Land Use |
| BAAQMD | Bay Area Air Quality Management District |
| Basin Plan | Water Quality Control Plan for the San Francisco Bay Basin |
| BMP | Best Management Practice |
| Btu | British thermal units |
| CalEEMod | California Emissions Estimator Model |
| CalEPA | California Environmental Protection Agency |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal/OSHA | California Department of Industrial Relations, Division of Occupational Safety and Health |
| Caltrans | California Department of Transportation |
| CalARP | California Accidental Release Prevention |
| CARB | California Air Resources Board |
| CBC | California Building Standards Code |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CGS | California Geological Survey |
| $CH_4$ | Methane |
| CLUP | Comprehensive Land Use Plan |
| CMP | Congestion Management Program |
| CNEL | Community Noise Equivalent Level |
| CO | Carbon monoxide |
| $CO_2$ | Carbon dioxide |
| $CO_2e$ | $CO_2$ equivalents |
| CRHR | California Register of Historical Resources |

| | |
|---|---|
| CUPA | Certified Unified Program Agency |
| dBA | A-weighted decibel |
| DNL | Day-Night Level |
| DPM | Diesel particulate matter |
| DTSC | Department of Toxic Substances Control |
| EIR | Environmental Impact Report |
| EPA | Environmental Protection Agency |
| FAA | Federal Aviation Administration |
| FAR Part 77 | Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace |
| FEMA | Federal Emergency Management Agency |
| FHSZ | Fire hazard severity zone |
| FIRM | Flood Insurance Rate Map |
| FMMP | Farmland Mapping and Monitoring Program |
| FTA | Federal Transit Authority |
| GHG | Greenhouse gas |
| GPA | General Plan Amendment |
| GWh | gigawatt hours |
| GWP | Global warming potential |
| Habitat Plan | Santa Clara Valley Habitat Plan/Natural Community Conservation Plan |
| HFCs | Hydrofluorocarbons |
| HOV | High occupancy vehicle |
| $L_{eq}$ | Average energy level intensity |
| $L_{max}$ | Maximum A-weighted noise level |
| LID | Low Impact Development |
| LOS | Level of service |
| MBTA | Migratory Bird Treaty Act |
| mgd | Million gallons per day |
| MHPD | City of Morgan Hill Police Department |
| MLD | Most Likely Descendant |
| $MMTCO_2e$ | Million metrics tons of carbon dioxide equivalent |
| MND | Mitigated Negative Declaration |
| mpg | miles per gallon |
| MTC | Metropolitan Transportation Commission |

| | |
|---|---|
| NAHC | Native American Heritage Commission |
| NFIP | National Flood Insurance Program |
| NHPA | National Historic Preservation Act |
| NOD | Notice of Determination |
| NOI | Notice of Intent |
| $N_2O$ | Nitrous oxide |
| $NO_x$ | Nitrogen oxides |
| $NO_2$ | Nitrogen dioxide |
| NPDES | National Pollutant Discharge Elimination System |
| NRHP | National Register of Historic Places |
| $O_3$ | Ground-level ozone |
| OITC | Outdoor-Indoor Transmission Class |
| OPR | Office of Planning and Research |
| PDAs | Priority Development Areas |
| PFCs | Perfluorocarbons |
| PG&E | Pacific Gas and Electric Company |
| PM | Particulate matter |
| $PM_{2.5}$ | Fine particulate matter |
| $PM_{10}$ | Coarse particulate matter |
| PPV | Peak Particle Velocity |
| RHNA | Regional Housing Need Allocation |
| ROG | Reactive organic gases |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SCCDEH | Santa Clara County Department of Environmental Health Hazardous Materials Compliance Division |
| SCS | Sustainable Communities Strategy |
| SCRWA | South County Regional Wastewater Authority |
| SCVWD | Santa Clara Valley Water District |
| SHMA | Seismic Hazards Mapping Act |
| $SF_6$ | Sulfur hexafluoride |
| SFHAs | Special Flood Hazard Areas |
| SMARA | Surface Mining and Reclamation Act |

| | |
|---|---|
| SMGB | State Mining and Geology Board |
| $SO_x$ | Sulfur oxides |
| SR | State Route |
| STC | Sound Transmission Class |
| SVCE | Silicon Valley Clean Energy |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TACs | Toxic air contaminants |
| TCRs | Tribal Cultural Resources |
| USACE | United States Army Corps of Engineers |
| USFWS | United States Fish and Wildlife Service |
| USGS | United States Geological Survey |
| UWMP | Urban water management plan |
| VTA | Santa Clara Valley Transportation Authority |
| ZNE | Zero Net Carbon Emissions |

CITY OF MORGAN HILL

**COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION**

**17575 Peak Avenue Morgan Hill CA 95037 (408) 779-7247 Fax (408) 779-7236**
**Website Address: www.morgan-hill.ca.gov**

# DRAFT
# MITIGATED NEGATIVE DECLARATION

## I. DESCRIPTION OF PROJECT:

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

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

**Project Title:** Lillian Commons Medical Campus Project

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

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

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

## II. DETERMINATION

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

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

## III. CONDITIONS (Mitigation and Standard Conditions):

A. Air Quality

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

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

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

**Mitigation Measures**:

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

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

B. Biological Resources

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

**Mitigation Measures:**

**MM BIO-1.1:** Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.

**MM BIO-1.2:** If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit.

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

**Mitigation Measures:**

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

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

C. Cultural Resources

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

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

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

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

D. Geology and Soils

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

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

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

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

E. Greenhouse Gas Emissions

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

**Mitigation Measures:**

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

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

F. Hydrology and Water Quality

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

The following BMPs shall be implemented during project construction:

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

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

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

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

G. Noise

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

**Mitigation Measures**:

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

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

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

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

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

H. Transportation

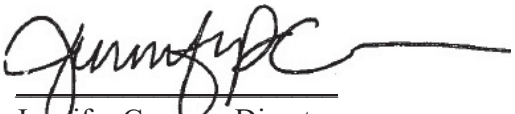
**Impact TRN-1:** The Tennant Avenue and Condit Road intersection is projected to operate at an unacceptable level of service (LOS F) and have peak-hour traffic volume levels that warrant installation of a traffic signal during PM peak-hour. **(Significant Impact)**

**Mitigation Measures:**

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

## III. FINDING

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



Jennifer Carman, Director
Development Services Department
City of Morgan Hill

6-24-2020
Date

# MITIGATION MONITORING AND REPORTING PROGRAM

# Lillian Commons Medical Campus Project

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

**September 2020**

CITY OF MORGAN HILL

# PREFACE

Section 21081.6 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring and reporting program is to ensure compliance with the mitigation measures during project implementation.

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

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

I, _____, the applicant, on the behalf of _____, hereby agree to fully implement the Mitigation Measures described below which have been developed in conjunction with the preparation of an IS for my proposed project. I understand that these mitigation measures or substantially similar measures will be adopted as conditions of approval with my development permit request to avoid or significantly reduce potential environmental impacts to a less than significant level, where feasible.

Project Applicant's Signature _____

Date _____

| MITIGATIONS | MONITORING AND REPORTING PROGRAM | | |
|---|---|---|---|
| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| **AIR QUALITY** | | | |
| **Impact AIR-1:** The project would implement BAAQMD best management practices to ensure construction-related criteria pollutant emissions impacts are reduced to less than significant levels. | | | |
| **Standard Condition AIR-1:** The following BAAQMD BMPs would be implemented as standard conditions:<br>• All exposed surfaces (e.g. parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.<br>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.<br>• 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.<br>• All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).<br>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as | To be implemented by the applicant and contractors during construction. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of grading and building permits. | Director of the City's Development Services Department. |

| MITIGATIONS | MONITORING AND REPORTING PROGRAM | | |
|---|---|---|---|
| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| soon as possible after grading unless seeding or soil binders are used.<br>• Replant vegetation in disturbed areas as soon as possible after completion of construction.<br>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.<br>• 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.<br>• Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. | | | |
| **Impact AIR-3:** The project would exceed BAAQMD thresholds for construction impacts. | | | |

| MITIGATIONS | MONITORING AND REPORTING PROGRAM | | |
|---|---|---|---|
| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| **MM AIR-3.1:** The project applicant shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 70-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:<br>• All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall meet U.S. EPA Tier 4 particulate matter emissions standards. Alternatively, diesel-powered equipment that meets U.S. EPA Tier 2 or 3 engines include CARB-certified Level 3 Diesel Particulate Filters (or equivalent) would meet this requirement, as would the use of equipment that is electrically powered or uses non-diesel fuels. | To be implemented by the applicant and contractors during construction. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of grading and building permits. | Director of the Development Services Department. |
| **BIOLOGICAL RESOURCES** | | | |
| **Impact BIO-1:** Construction activities on the project site could result in the loss of raptor and/or migratory bird eggs or nestlings, either directly by destroying an active nest or indirectly by disturbing and causing the abandonment of an active nest. | | | |
| **MM BIO-1.1:** Construction shall be scheduled to avoid the nesting season to the extent feasible. If construction can be scheduled to occur between September 1st and January 31st (inclusive) to avoid the raptor nesting season, no impacts will be expected. If construction will take place between February 1st and August 31st, then pre-construction surveys for nesting birds shall be | To be implemented by qualified biologist prior to issuance of any grading and/or building permit. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of any grading and/or building permits. | Director of Development Services Department. |

| MITIGATIONS | MONITORING AND REPORTING PROGRAM | | |
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| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. Surveys shall be completed within 30 days of the on-set of site clearing or construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, buildings) onsite trees as well as all trees within 250 feet of the site for nests.<br><br>**MM BIO-1.2**: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a disturbance-free buffer zone to be established around the nest (typically 250 feet for raptors and 50-100 feet for other species) that shall remain off limits to construction until the nesting season is over, to ensure that no nests of species protected by the Migratory Bird Treaty Act and California Fish and Wildlife Code will be disturbed during project implementation. A report indicating the result of the survey and any designated buffer zones shall be submitted to the satisfaction of the Development Services Director prior to issuance of a grading permit. | | | |
| **Impact BIO-5:** The removal, cutting down, poisoning, or other destruction of protected trees, including pruning that would reduce the canopy area by more than 25 percent of any Ordinance sized tree, would require permits or mitigation measures under the City Municipal Code. | | | |
| **MM BIO-5.1**: To the extent feasible, activities shall avoid impacts to any protected trees. Avoidance is considered to be completely avoiding any work or staging under the dripline of | 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, | Director of the Development Services Department. |

| MITIGATIONS | MONITORING AND REPORTING PROGRAM | | |
|---|---|---|---|
| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| trees. The boundary of the designated avoidance buffer shall be flagged or fenced prior to initial ground disturbance. If complete avoidance is not feasible, BIO MM-5.2 shall be implemented.<br><br>**MM BIO-5.2**: The project proponent shall comply with local ordinances and submit permit applications for removal, trimming, damage, or relocation of all trees covered by the City ordinance. The replacement trees shall be planted on site to the extent feasible and the project proponent shall comply with all other replacement requirements imposed by the City. | | contracts, and project plans prior to issuance of any grading and/or building permits. | |
| **CULTURAL RESOURCES** | | | |
| **Impact CUL-1:** Previously unrecorded archaeological resources and/or human remains could be uncovered during project construction. | | | |
| **Standard Condition CUL-1**: In the event of the unintentional discovery of undocumented human remains or significant historic or archaeological materials during construction, the following policies and procedures for treatment and disposition measures shall be implemented:<br><br>• If human remains are encountered, they shall be treated with dignity and respect as due to them. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, | To be implemented by the applicant and contractors during construction. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of any grading and/or building permits. | Director of Development Services Department. |

| MITIGATIONS | MONITORING AND REPORTING PROGRAM | | |
|---|---|---|---|
| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| in labs and around artifacts shall be upheld.<br>o Remains shall not be held by human hands. Surgical gloves shall be worn if remains need to be handled.<br>o Surgical mask shall also be worn to prevent exposure to pathogens that may be associated with the remains.<br>• In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Ground-disturbing project activities may continue in other areas that are outside the discovery location.<br>• An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area plus a reasonable buffer zone by the Contractor Foreman or authorized representative, or party who made the discovery, or if on-site at the time or discovery, by the Monitoring Archaeologist (typically 25 to 50 foot buffer for a single burial or archaeological find). | | | |

| MITIGATIONS | MONITORING AND REPORTING PROGRAM | | |
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| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| • The discovery location shall be secured as directed by the City if considered prudent to avoid further disturbances.<br>• The Contractor Foreman or authorized representative, or party who made the discovery shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:<br>  o The City of Morgan Hill Development Services Director<br>  o The Contractor's Point(s) of Contact<br>  o The Coroner of the County of Santa Clara (if human remains found)<br>  o The Native American Heritage Commission (NAHC) in Sacramento<br>  o The Amah Mutsun Tribal Band<br>• The Coroner will have two working days to examine the human remains after being notified of the discovery. If the remains are Native American, the Coroner has 24 hours to notify the NAHC. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD). (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.) | | | |

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| • Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.<br>• Within 48 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.<br>If the MLD recommendation is rejected by the City of Morgan Hill, the parties will attempt to mediate the disagreement with the NAHC. If mediation fails, then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance. | | | |
| **GEOLOGY AND SOILS** | | | |
| **Impact GEO-1:** The project site would experience intense ground shaking in the event of a large earthquake, which could result in a significant geological impact. | | | |

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| **Standard Condition GEO-1**: To avoid or minimize potential damage from seismic shaking, the proposed development shall be built using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of a design-level geotechnical investigation, which will be included in a report to the City. The structural designs for the proposed development will account for repeatable horizontal ground accelerations. The report shall be reviewed and approved by the City of Morgan Hill Building Division prior to issuance of a building permit. The buildings will be required to meet the requirements of applicable Building and Fire Codes, including the 2017 California Building Code Chapter 16, Section 1613, as adopted or updated by the City. The project will be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property to the extent feasible and in compliance with the Building Code. | To be implemented by the applicant and contractors prior to issuance of a building permit. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of building permits. | Director of the Development Services Department. |
| **Impact GEO-2:** Ground disturbance would expose soils and increase the potential for wind or water related erosion and sedimentation at the site until construction is complete, which could result in a significant erosion impact. | | | |
| **Standard Condition GEO-2 (Storm Drain System):** Prior to final map approval or issuance of a grading permit the applicant shall complete the following to the satisfaction of the Director of Public Works. | To be implemented by the applicant and contractors prior to the issuance of a grading permit. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans | Director of the Development Services Department. |

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| 1. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.<br>2. Water Pollution Control Drawings for Sediment and Erosion Control. | | prior to issuance of grading permits. | |
| **Standard Condition GEO-3 (NPDES Permit Conformance):** As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter | To be implemented by the applicant and contractors prior to the issuance of a grading permit. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of grading permits. | Director of the Development Services Department. |

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| and SWPPP shall be forwarded to the Building and Public Works Department review. The SWPPP shall be made a part of the improvement plans (SWRCB NPDES General Permit CA000002). | | | |
| **GREENHOUSE GAS EMISSIONS** | | | |
| **Impact GHG-1:** Operation of the proposed project would generate GHG emissions resulting in a cumulatively considerable contribution to global climate change. | | | |
| **MM GHG-1.1:** The following mitigation measure would reduce GHG operational emissions to a less than significant level:<br>• The applicant shall develop a GHG reduction plan that includes the proper elements that would reduce emissions from project implementation and demonstrate that GHG emission from the project would be reduced by a sufficient amount to achieve the 2020 or 2030 standard, based on when the project would become operational. Elements of this plan may include, but would not be limited to, the following:<br>  o Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power;<br>  o Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands | The applicant shall submit the GHG reduction plan for review and approval, prior to issuance of a building permit. | Part 1: Submittal of carbon offset program/GHG reduction plan to the City for approval.<br><br>Part 2: Depending on method of implementation the City shall verify:<br>• Installation of solar or other renewable electric generating system<br>• Approval of off-site project by Climate Action Reserve or BAAQMD.<br>• Provisions of evidence of payments of carbon credits<br>• Review and approval by City of TDM program | Director of Development Services Department. |

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| projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;<br>o Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the City;<br>o Develop and implement a transportation demand | | | |

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| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| management (TDM) program to reduce mobile GHG emissions. | | | |
| **HYDROLOGY AND WATER QUALITY** | | | |
| **Impact HYD-1:** Construction activities could result in significant impacts to water quality due to dust, litter, oil, and other pollutants generated from project construction. | | | |
| **Standard Condition HYD-1**: In accordance with the City of Morgan Hill Standard Conditions of Approval and the Construction General Permit, the following measures are included in the project to reduce construction-related water quality impacts to a less than significant level:<br>• Burlap bags filled with drain rock will be installed around storm drains to route sediment and other debris away from the drains.<br>• Earthmoving or other dust-producing activities will be suspended during periods of high winds.<br>• All exposed or disturbed soil surfaces will be watered at least twice daily to control dust.<br>• Stockpiles of soil or other materials that can be blown by the wind will be watered or covered.<br>• 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.<br>• All paved access roads, parking areas, staging areas and residential streets | To be implemented by the applicant and contractors prior to and during construction. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of grading permits. | Director of the Development Services Department |

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| adjacent to the construction site will be swept daily (with water sweepers). Vegetation in disturbed areas will be replanted as quickly as possible. | | | |
| **Standard Condition HYD-2:** As required by the State Water Resources Control Board (SWRCB) Order No. 99-08-DWQ, construction activity resulting in a land disturbance of one acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) package and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with Section A, B, and C of the General Permit prior to the commencement of soil disturbing activities. A NOI Receipt Letter assigning a Waste Discharger Identification number to the construction site will be issued after the State Water Resource Control Board (SWRCB) receives a complete NOI package (original signed NOI application, vicinity map, and permit fee); copies of the NOI Receipt Letter and SWPPP shall be forwarded to the Building and Land Development Engineering Divisions review. The SWPPP shall be made a part of the | To be implemented by the applicant and during post-construction. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of grading permits. | Director of the Development Services Department |

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| improvement plans. (SWRCB NPDES General Permit CA000002). | | | |
| **Standard Condition HYD-3:** The Project Engineer shall provide a hydrology report demonstrating that post-development stormwater runoff peak flows discharged from the site do not exceed pre-project peak flows for the two (2) through 10-year storm events. Peak flow controls must also meet the flood control standards established by the Santa Clara County Drainage Manual. | To be implemented by the applicant prior to approval of the development permit. | The report shall be provided to the City prior to approval of the development permit. | Director of Development Services Department |
| **NOISE AND VIBRATION** | | | |
| **Impact NOI-1:** Project construction could result in excessive noise levels at nearby noise-sensitive receptors. | | | |
| **MM NOI-1.1:** Develop a noise construction control plan including but not limited to the following construction best management control:<br>• Equipment and trucks used for construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds);<br>• Impact tools (e.g., jackhammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools; and<br>• Stationary noise sources shall be located as far from noise-sensitive receptors as | To be implemented by applicant and contractors prior to ground-disturbance activities and during construction. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of any grading and/or building permits. | Director of the Development Services Department |

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| possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or include other measures.<br>• Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a 5 dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.<br>• Unnecessary idling of internal combustion engines shall be strictly prohibited.<br>• Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.<br>• Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.<br>• Where feasible, temporary power service from local utility companies should be used instead of portable generators. | | | |

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| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| • Locate cranes as far from noise-sensitive receptors as possible.<br>• During final grading, substitute graders for bulldozers, where feasible. Wheeled heavy equipment are quieter than track equipment and should be used where feasible.<br>• Substitute nail guns for manual hammering, where feasible.<br>• Avoid the use of circular saws, miter/chop saws, and radial arm saws near the adjoining noise-sensitive receptors. Where feasible, shield saws with a solid screen with material having a minimum surface density of two pounds per square foot (e.g., such as 0.75-inch plywood).<br>• Maintain smooth vehicle pathways for trucks and equipment accessing the site, and avoid local residential neighborhoods as much as possible.<br>• During interior construction, the exterior windows facing noise-sensitive receptors should be closed.<br>• During interior construction, locate noise-generating equipment within the building to break the line-of-sight to the adjoining receptors.<br>• The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction | | | |

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| activities can be scheduled to minimize noise disturbance.<br>• Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. | | | |
| **Impact NOI-2:** While the noise assessment determined that the mechanical equipment noise would be below the noise level thresholds established in the City's Municipal Code with implementation of MM NOI-1.1, the final location of the mechanical equipment has not been finalized. Asa result, the following mitigation measure is included in the project. | | | |
| **MM NOI-2.1:** A qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Prior to the issuance of building permits for the project, the emergency generator must be selected and approved by the City planning department. The generator shall include adequate noise suppressing features to reduce impacts on surrounding uses to meet the City's exterior and interior noise level requirements of 60 dBA. | To be implemented by applicant prior to approval of building permits. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of building permits. | Director of the Development Services Department. |
| **TRANSPORTATION** | | | |

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| | **Timeframe and Responsibility for Implementation** | **Method of Compliance** | **Oversight of Implementation** |
| **Impact TRN-1:** The Tennant Avenue and Condit Road intersection is projected to operate at an unacceptable level of service (LOS F) and have peak-hour traffic volume levels that warrant installation of a traffic signal during PM peak-hour. | | | |
| **MM TRN-1.1:** Improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal is not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant shall be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection shall be mitigated with payment of the traffic impact fee, as determined by City staff. | Fee to be paid by project applicant prior to issuance of building permits. | All measures will be required as part of the development permit. All measures will be printed on all construction documents, contracts, and project plans prior to issuance of building permits. | Director of the Development Services Department. |

***Source:*** City of Morgan Hill. Initial Study. Lillian Commons Medical Campus Project. September 2020.